Recognized Authority on Connellsville Coke Trade.

The Weekly Courier

Circulates Wherever Coke is Manufactured or Used.

VOL. 43, NO 39. CONNELLSVILLE, PA., THURSDAY MORNING, MARCH 31, 1921. SIX PAGES

Prices and Prospects.

RESUMPTION OF PERRY FURNACE BRINGS FIRST COKE BUSINESS

Only Transaction of Consequence For a Number of Weeks.

PRICE SHOWED UP TREND

To $4.50 but Bidding on Another Prospective Contract May Cause Drop to $4.25 or Lower; Producers More Interested in the Cost of Production.

Special to The Weekly Courier.

PITTSBURG, March 30—The first furnace coke business of any consequence for weeks has just been put through, a supply of coke for Perry furnace, at Erie, for the second quarter, or the year having just been bought. The furnace has been idle for several months, during which time it has shipped its stock of pig iron, and will go into blast about April 1 for a run of three months or longer if conditions warrant. The coke was sold at a flat price stated to have been $4.50 or not much under that figure, and thus it brought more than odd lots bring in the present market for spot or prompt shipment.

On the basis of this transaction the coke market appears to be on the up trend as to prices, but prices spoken of as likely to be quoted on another inquiry now in the market indicate that lower than $4.50 can be done on second quarter contracts, due to the fact that some of the operators are making an additional wage reduction, to go into effect April 1. The reduction is commonly stated to be about 10 per cent, reductions made a few weeks ago by some coke operators averaging in the neighborhood of 20 per cent.

The inquiry now in the market and very much in the market since in addition to its being in the hands of many coke producers it is also in the hands of quite a number of brokers, is for 500 tons a day beginning April 1 for a month or longer for a blast furnace in the Wheeling district. Some operators express an expectation that this business will go at $4.25 or less, while other operators have doubts whether the business will be done at all, and are therefore indisposed to quote. It is known that the inquirer has an interest in a by-product coking plant and it is thought possible that the by-product plant will be put in operation after it has been ascertained what Connellsville coke is worth in the open market.

At the present time coke operators are not greatly interested in the precise market price of coke, their interest being more largely in the matter of cost of production. If the cost of production can be gotten down it will presumably stay down while a market price is only for the time being. The market can easily decline or advance according to circumstances. The important fact is that coke business is beginning to be done again after a long spell in which all the news was unfavorable. Very close prices will have to be made on coke according to blast furnacemen in order to get business moving again. The furnacemen claim they would lose money making pig iron at present prices but they do not assert that they expect the coke operators to lose money.

Furnace coke for spot shipment of good grade as regards structure and analysis, but weathered on account of standing on track, can be bought without difficulty at $4.00. Operators would hardly sell coke still to be produced at less than $4.25 and regard this price as the market, while buyers think $4.00 is the market because there is coke to be had at that figure. While the coke is weathered furnacemen suggest that on the whole it is of considerably better quality than the average of the coke they paid $18 for last summer.

Foundry coke, which has been at rather a large spread above furnace coke of late, considering how much 72-hour coke has been made, is a shade easier as to ordinary brands, being obtainable in fair quality at $5.00 against $5.25 a week ago. The best brands are still held at considerably higher prices, one favorite make being at $6.00 and selling in limited quantities at that figure. One asking price is $6.50. The market is quotable in general as follows:

Spot furnace	$4.00
Spot foundry	$5.00 @ $6.00
Contract furnace	$4.50
Contract foundry (nominal)	$6.00

While there is good news as to Perry furnace blowing in and purchasing a supply of coke this is balanced in a way by Sharpsville furnace going out and stopping the supply of coke it was receiving on contract. However the merchant furnaces have been going out in rotation after making up a supply of pig iron and as they work off their stocks of pig iron they will come in from time to time. There is no question but that the melting of foundry iron is much in excess of the current production but the foundries have been drawing chiefly upon the stocks of pig iron they had. A canvass of many foundries by one observer lead him to the conclusion that quite a number of foundries will have to come into the pig iron market during April. They will buy from hand to mouth but they will buy and they will want the iron shipped the instant it is bought.

COKE FREIGHT RATES.

The freight rates on coke from the Connellsville district, which includes what is ordinarily known as the Connellsville region (sometimes called the Basin district), and the Lower Connellsville district (often called the Klondike), [illegible] to principal points for shipment, per ton of 2,000 pounds, effective [illegible] 1920:

Destination.	Rate.
Baltimore	$4.30
Buffalo	4.51
Canton	[illegible]
Chicago	4.[illegible]
Cleveland	4.05
Columbus	4.05
Detroit	4.90
East St. Louis	4.[illegible]
Erie	4.05
Hamilton, O.	4.[illegible]
Joliet	4.[illegible]
Louisville	4.[illegible]
Milwaukee	[illegible]
New York	4.3[illegible]
Philadelphia	4.[illegible]
Pittsburg	1.96
Fort Henry, N. Y.	[illegible]
Port Marland, Ont.	[illegible]
Pottstown	[illegible]
Reading	4.78
Richmond, Va. (B. & O.)	5.[illegible]
Richmond, Va. (P. R. R.)	[illegible]
South Bethlehem	[illegible]
Swedeland, Pa.	[illegible]
Toledo, O.	[illegible]
Wheeling	[illegible]
Valley Points	[illegible]

For Export.

From Connellsville District	
Philadelphia (F. O. B. vessels)	$3.35
Baltimore (F. O. B. vessels)	3.0[illegible]
From Latrobe District	
Philadelphia (F. O. B. vessels)	3.75
Baltimore (F. O. B. vessels)	[illegible]

There has not been much movement in basic pig iron since the report of a week ago which chronicled the fact that basic iron had passed to control of steel works which were offering iron out of their stocks at $23 Valley, against the $25 price the merchant furnaces adhere to. The merchant furnaces have concluded to let the market stay with the steel works until the latter have sold all the iron they care to part with. The Allegheny Steel company has bought 500 tons of basic on the basis of about $23, Valley.

Bessemer iron has been offered freely at $2[illegible] Valley against the former nominal quotation of $27. Foundry iron remains quotable at $25, Valley. The market as a whole stands as follows with very little current demand but better prospects:

Bessemer	$2[illegible]
Basic	[illegible]
Foundry	$25.00

These prices are f. o. b. Valley furnaces, freight to Pittsburg being $1.96.

INCREASE IN STEEL DEMAND INDICATES A TURN HAS COME

Reflects Depletion of Stocks Rather Than Increase in Consumption; Operation About 30 Per Cent.

Special to The Weekly Courier.

NEW YORK, March 30.—The American Metal Market and Daily Iron & Steel Report will review the steel and iron trade tomorrow as follows:

While the total of demand for steel products has increased for about three weeks the increase is very small, and is of interest chiefly as indicating that a turn has been rounded. The increase in demand is largely by way of releases on suspended orders, strictly fresh buying being light. The demand is almost entirely for carload lots and is widely distributed. The improvement reflects depletion of stocks rather than an increase in consumption due to the advent of spring, leaving it that there may be still to come a seasonable improvement in demand.

There are still stocks of considerable magnitude to be liquidated and buyers having such stocks are not seeking lower buying prices, being disposed rather to commend the United States Steel Corporation for its policy of adhering to its former prices. The corporation is slightly above the independent prices in a dull market, while for a long time in 1920 when buyers were eagerly seeking material it was much below the independent prices.

The general level of prices in the independent steel market shows no further decline except in standard steel pipe which is now going at an extra concession of 2½ per cent or about $2 a ton with occasionally a slightly greater concession. Bars, shapes and plates are quotable as high as a month ago and concessions obtainable from the carload price are hardly as great as might be had a month ago.

The steel corporation's operations are declining now at a slow rate, averaging somewhere between 40 and 50 per cent of capacity, while the independents are averaging between 15 and 20 per cent. The steel industry as a whole is operating at about 30 per cent of capacity, against 80 per cent during the first nine months of last year. A considerable increase in actual consumption would probably be necessary to raise the rate of production materially.

There are some slight signs of a broadening in the pig iron market in the next few weeks due to consumers having depleted their stocks.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING MARCH 26, 1921.				WEEK ENDING MARCH 19, 1921.			
DISTRICT.	Ovens	In	Out.	Tons	Ovens	In	Out	Tons
Connellsville	18,697	3,670	15,027	37,500	18,697	[illegible]	[illegible]	49,640
Lower Connellsville	16,9[illegible]	1,506	15,119	16,520	16,8[illegible]	1,816	14,[illegible]	18,860
Totals	35,622	5,176	30,146	54,020	[illegible]	7,389	28,[illegible]	[illegible]
FURNACE OVENS								
Connellsville	15,170	2,238	11,932	31,160	15,170	[illegible]	11,[illegible]	36,160
Lower Connellsville	6,986	250	6,736	[illegible]000	6,986	500	6,486	6,620
Totals	22,156	2,488	18,668	29,450	22,156	1,611	17,8[illegible]	1[illegible],780
MERCHANT OVENS								
Connellsville	3,527	1,432	1,79[illegible]	13,050	3,527	[illegible]	1,7[illegible]	13,480
Lower Connellsville	9,9[illegible]9	1,206	8,683	11,520	9,5[illegible]	1,316	[illegible]	12,240
Totals	13,466	2,688	10,478	24,570	13,086	[illegible]	10,108	[illegible]

COAL CONSUMERS ARE CONTROLLING FACTOR AT PRESENT

Their Mistrust of Sellers Prevents Closing of Contracts.

BUYING ONLY AS NEEDED

In Expectation That Lower Prices Will Rule Later; Willing to Risk Depletion of Stocks; Resentful When Recalling Last Year's High Prices.

WASHINGTON, March [illegible].—Dr. George Otis Smith, director of the United States Geological Survey, and F. G. Tryon, coal statistician of the survey, have made the following analysis of the obvious facts in the present coal depression:

During the first week of March the operators at some 2,600 soft coal mines reported to the Geological Survey that they worked on the average only 19 hours out of the possible 48 working hours in the week. They were closed down so they stated on account of no market or lack of orders an average of [illegible] hours. They lost a little time on account of labor shortage and a smaller amount because of local strikes in Kansas and Missouri. Here and there a mine lost a few hours working time because cars were not placed when ordered or because of mechanical breakdowns. But the loss on account of all these other factors combined was only two and a half hours as against the 26 hours, more than three days, lost because of lack of demand.

Making due allowance for what may have been happening at other mines not reporting to the survey and for the fact that no mine can in practice long maintain output at 100 per cent capacity, it is still clear that the soft coal industry is at the moment very short of business. It has 5[illegible] 000 tons a week of developed mine capacity standing idle, and what is worse, piling up capital and maintenance charges waiting for the consumers in the United States or abroad to place their orders. Most serious is the fact that the bituminous coal industry has a veritable army of unemployed. The 615,000 mine workers are offered not over three days work a week and at many mines only two or even one day. Coal miners in the United States draw a pretty good day's wage, but they cannot continue indefinitely to make ends meet on one or two days work a week. Looking at it from another angle the depression at the coal mines is costing us as great a loss in potential man power as if our army on the Rhine were 50,000 strong instead of 15,000.

It may be charged that even in times of active demand the railroads can not provide cars to keep the mines busy continuously. Very well then! Measure the present depression against what we know the railroads can do. In the first week of March the output was 7,267,000 tons. The next week it dropped to 6,891,000. The preliminary figure for the third week of March ([illegible]) is 6,525,000. Now four months ago before the strike broke the railroads were furnishing cars enough for an output of over 12,800,000 tons a week. Indeed on two occasions in the past when extraordinary measures were invoked to stimulate the supply at the mines the railroads provided transportation sufficient to get out a total of 13,000,000 tons. Thus the present rate of output is less than half what the carriers can handle under pressure and a good 6,000,000 tons short of what they were doing last December. The best demonstration that the roads stand ready to handle more coal is that they have some 211,000 open cars lying around idle on sidings according to the American Railway Association. Because these cars are idle the roads are discharging men by the thousands. And as in the case of the idle mines and machinery so with the idle cars, not only are they bringing the roads no revenue when revenue is badly needed but they are steadily eating up other earnings with capital and maintenance charges.

All signs then point to the consumer as the controlling factor in the

Continued on Page Two

FOUR COMPANIES MERGED

Headquarters of Rice Fuel Company to Be Located Here

Four mining companies have consolidated with a capital of $75,000 into the Rice Fuel company. The merger combines companies in Fayette and Westmoreland counties. The incorporators are W. F. Rice, W. P. Stillwagon, J. T. Wallace and R. D. Klinesdinst.

Through the merger the Donald Coal & Coke company of Cheat Haven, the Robinson Coal company of Outcrop, the Northern Connellsville Coke company of County Home Junction, and the Irwin Valley Gas Coal & Mining company of Irwin are consolidated. The four companies have a total of 350 acres of unmined coal and a capacity of 70 cars per day under normal conditions. This city will be the business headquarters.

GERMANS PROTEST SALE OF COAL TO NEUTRAL NATIONS

Note Declares Lower Price Named is Seriously Affecting Central Empire.

NOT THE TREATY PLAN

BERLIN, March 30.—Protest against the sale by Allied governments to neutrals of coal delivered by Germany on the reparations account is made in a note addressed to the reparations commission and the Belgian cabinet by the German government. It is asserted that Belgium is disposing of German coal in Holland that, in aggregating several thousand tons, has been offered for sale at prices below those Germany is able to quote. As a result the note declared German economic interests are being seriously injured.

It is declared the sales are permissible only with the consent of Germany and that he is entitled to participate in any profits inasmuch as the present coal levies which are sent in monthly make heavy demands that she is obliged to curtail home consumption. The note states [illegible] tons of German reparations coal is now stored at Rotterdam awaiting disposition.

The note urges that coal delivered by Germany under the terms of the peace treaty is only intended to make good the deficiency in the Entente's own coal production and not to enable the Entente nations to traffic in the German products.

Miss Frick Gives Library to West Overton School

SCOTTDALE, March 30.—On Friday afternoon at [illegible] o'clock there will be exercises at the West Overton school at which time a library given by Miss Helen Frick to the school will be presented. Among the persons who will be present will be [illegible] Overholt of Pittsburg, [illegible] Braddock, [illegible] Mount Pleasant, an uncle of Miss Frick, and the [illegible] teacher of Scottdale school, [illegible] the [illegible] at West Overton when they were boys of eight to 14 years. When Miss Frick visited this section this August although she [illegible] the school house and went over scenes of the early days of her father. Following this Miss Frick went to Scottdale [illegible] over with Mr. Booher. It was the desire of Miss Frick to do something for the school that would keep the memory of her father fresh with them and she is giving the library.

GAS FLOW INCREASES

Not Strong Enough at Gilmore Mill Well to Flame up Four Feet

The Connellsville Oil & Drilling company struck an increased flow of gas when it drove into the Tiona sand at 3,110 feet. The flow is now sufficiently strong to make a flame about four feet high when lighted.

It is planned to drill gas and [illegible] until the last sand is reached.

REPORT ON STOCKS OF COAL ON HAND APR. 1 TO BE MADE

Request Comes From United States Geological Survey.

INFORMATION NECESSARY

In Order to Accurately Gauge the Situation With Respect to the Urgency for Resumption of Buying by Consumers and Production Also

An inventory of the stocks of coal in the hands of consumers on April 1 is to be made by the United States Geological Survey with a view to ascertaining the need for a resumption of buying and production activity. The objects and purposes of the survey are set forth in a letter to the editor of The Courier received this morning from F. G. Tryon, in charge of coal and coke statistics in the office of the Geological Survey in Washington. Mr. Tryon says:

The Geological Survey has been directed by the secretary of the interior to make a report on stocks of coal in the hands of consumers on April 1, the opening of the new coal year. The report will be along the lines of the one made by this survey a year ago. It will cover public utilities, railroads, industrial and retail dealers.

In order to save time, however, only a limited number of representative consumers will be canvassed and the questions asked have been reduced to a minimum. With the cooperation of the trade it is hoped to publish the result within [illegible] days.

Information on consumers' stocks is always needed, but never more so than at present. Important as it is to know facts concerning production and distribution, they do not tell the whole story. We need to know also how long the reserve the consumer has against [illegible] either strikes and transportation troubles.

Just now it is especially important to know the condition of [illegible] because of the uncertainty [illegible] the coal supply. We all know that production is down to the lowest point since April 1919, but whether the [illegible] simply eating up [illegible] is [illegible] [illegible] observers think it means [illegible] either a holding off buying and [illegible] burning up their stocks, as they did in 1919 [illegible] can tell the story [illegible] measurement [illegible] stocks [illegible] therefore peculiarly important [illegible] time.

The blank schedules to be used in making report will be mailed on Friday. The information required is stocks on hand January 1, 1921; coal received [illegible] date and March [illegible] coal consumed during the same period; stocks on hand March [illegible] and what should have been normal stocks as of March [illegible]. The information is to be held strictly confident [illegible] only totals for localities being disclosed. Reports [illegible] made not later than April 10, sooner if possible.

RE-MARRIED WOMAN

Entitled to but 40 Per Cent of First Husband's Compensation

HARRISBURG, March [illegible].—Compensation to which a woman who married a second time is entitled for the death of her first husband from injuries received while at his work is a question that recently has come before the Workmen's Compensation Board. The board [illegible] decisions affecting such case has determined that compensation will be paid at the rate of 40 per cent of the man's wages for one third of that part of the 300 week period covered by the compensation agreement remaining after the woman's second marriage.

In several cases the widow was paid 60 per cent of her husband's weekly wages after his death and until she remarried. When the question arose as to the compensation to which she then was entitled the board determined that 40 per cent only should be paid and the period was reduced to one-third of the time remaining under the agreement.

Production and Output

CURTAILMENT OF PRODUCTION APPROACHES STOPPING POINT

If Continued at Present Rate the Whole Region Will Soon Be Idle.

ONLY ONE-SEVENTH ACTIVE

Merchants Feel They Have Gone Full Distance but Furnace Operations Seem Due for Near Complete Inactivity, Figuring on Production Cost.

[illegible] only comfort and consolation [illegible] coke producers [illegible] from the [illegible] is that the curtailment of production cannot proceed [illegible] much further until it reaches the stopping point. With 2,[illegible] [illegible] added to the idle list [illegible] week there [illegible] practically [illegible] one-[illegible] of the region's equipment in operation. If the rate at which ovens have [illegible] production during the recent weeks continue [illegible] the region almost completely idle.

[illegible] operators [illegible] that [illegible] will be [illegible] or errors of the situation [illegible] in certain [illegible] portion [illegible] the down [illegible] trend if not also [illegible] a large [illegible] within the course of a few weeks at most. The [illegible] of the region to take [illegible] depend [illegible] which is shortly to be fulfilled [illegible] the [illegible] but [illegible] how [illegible] the belief is still [illegible] that there [illegible] before [illegible] in order to [illegible].

The merchant operators are somewhat [illegible] to think that [illegible] gone practically the whole way [illegible] perhaps a protracted halt at the end before retracing their steps, but the rate at which the furnace ovens have [illegible] and continue to be put out of commission [illegible] that still more complete inactivity by this interest is highly probable before the goal is [illegible] to throw the machine into reverse gear.

Although the loss [illegible] production week was only about one third of what [illegible] been during the week previous [illegible] brought the total down to [illegible] tons [illegible] new low point in the history of the region. The greater part of [illegible] was sustained by the furnace interests while the merchant [illegible] [illegible] for the first time for several weeks. The merchant [illegible] tons a [illegible] of 2,0[illegible] tons [illegible] [illegible] the week of March [illegible].

While [illegible] announcement [illegible] made [illegible] under [illegible] [illegible] some of the [illegible] [illegible] [illegible] April 1 [illegible] production [illegible] [illegible] [illegible] that [illegible] [illegible] [illegible] time that the price of coke [illegible] [illegible] to say [illegible] [illegible] [illegible] [illegible] small [illegible] [illegible].

The estimated production of coke [illegible] week ended Saturday [illegible] [illegible] tons [illegible] the two [illegible] [illegible] [illegible] [illegible] [illegible].

[illegible]

[illegible]

COKE TRADE SUMMARY

[illegible]

SUDDEN ACUTENESS MARKS DEPRESSION IN BEEHIVE OUTPUT

Decrease 11,000 Tons or 27 Per Cent, from Week of March 19; Lower Than in Slump of 1919

The depression of the coke market became [illegible] more acute during the week ended March 19 and beehive production fell to what was probably the lowest level touched in any time in recent years. The total output is estimated from shipments by rail at [illegible],000 net tons, a decrease of 11,000 tons or [illegible] per cent when compared with the week preceding, says the report of the United States Geological Survey compiled by F. G. Tryon [illegible].

Records of weekly output for the country as a whole extend back for [illegible] years and during that period the lowest point heretofore reached in a [illegible] was [illegible] tons in the middle of May 1919. The low point of last year occurring during the railroad switchmen's strike [illegible] was [illegible] tons per week.

In the Connellsville region [illegible] record of weekly production [illegible] available [illegible] the output [illegible] reported by The Courier [illegible] smallest [illegible] of 40[illegible]. The Courier estimate places the output [illegible] tons [illegible] against 48,8[illegible] tons [illegible] week before.

[illegible] output [illegible] the [illegible] weeks of [illegible] [illegible] follows:

[illegible]

COKE PRODUCTION

In Connellsville and Lower Connellsville Districts Compared With 1920.

The estimated production of coke in the Connellsville and Lower Connellsville districts by weeks [illegible] compared with the corresponding week of 1920 [illegible] the following:

[illegible]

NEW FREIGHT CARS

To the Number of 7,008 Delivered to Railroads During January

According to the compiled report of the Railway Car Manufacturers' Association, 7,008 freight cars were delivered to railroads in the United States during the month of January. During this time 811 cars were shipped for export. Forty [illegible] passenger cars were delivered to the roads during the first month of the year.

Orders on the books of the equipment companies as of Jan. 31 [illegible] showed 22,874 freight and 785 passenger cars for domestic use and [illegible] freight and 4[illegible] passenger cars for export.

[illegible]

Kimpps in Club

[illegible]

[illegible]

[illegible] Mines.

[illegible] January.

CERTIFICATES OF PROFICIENCY AWARDED TO 89

With Final Instruction to Large Class Mine Rescue Crew Ends Visit Here.

MANY ARE DISQUALIFIED

Additional 30 Persons Would Have Been Awarded Papers Had They Been in Attendance at All Sessions of Classes; Much Interest in Car.

With the completion of the first aid instructions to a large class of men at Maccabee hall Thursday, the schedule of the mine rescue car of the United States Bureau of Mines, which has been in the city for two weeks, was closed. Certificates were awarded to 89 men, 68 for first aid work alone and 21 for both the first aid and mine rescue work. Saturday morning the car was taken to Somerset county for a week.

During the stay of the car here there was considerable interest shown by the miners in the work. Instructor Robert Reid had classes of close to 100 at all lesson periods. The men were able to devote time to the work as the plants have been idle, and were enthusiastic over the method of instruction.

To secure a certificate a candidate had to be present at all five classes. To miss a single class meant the loss of a right to a certificate and for this reason about 30 were disqualified.

During the lay-over of the car here a number of people visited it and all the equipment and uses were explained by J. V. Berry, foreman, in charge and Mr. Reid, the first aid miner.

The men who were given certificates for proficiency in both mine rescue work and first aid follow:

Stanley Commsky, Jacob Harford, Jacob Leighty, Patrick Bradley, F. W. Fitzsimmons, Frank Shafsky, A. J. Miller, Thomas Keenan, Henry P. Doppelheuer, Thomas Farrell, Phillip Callaghan, Martin J. Murphy, Mike Hurdock, John O'Lear, I. L. Zakutarsky, Albert Kuhns, Mike Ondrago, Walter Taylor, Thomas Hales, Edward Barrett, I. F. Pierce.

Those who received first aid certificates only are:

Frank McNamara, John Kearney, William M. Steiner, Albert Smitkey, John Swope, Peter Jenot, Robert Shives, Lewis Resney, Casmer Kkonezny Steve Senzock, Alex Resney, Albert Vozar, Thomas Ciesielsky, Cone Cole, C. L. Burkey, Jr., G. E. Haas, Claude C. Williams, Charles C. Williams, Charles A. Stenger, A. J. Sikora, Mike Medves, John Pollock, Andrew Popson, Anthony Gilmore, Charles Kesbenberg, James Burns, Roy Lindsay, Frank R. Lowden, John L. Nez, Joseph Moore, J. F. Harmon, Alex L. Hochmouth, Andrew Getsie, Charles Washington, Thomas O'Laughlin, K. L. Means, Mike Fasson, Mike Burdo, William Graves, George Graves, Lee Graves, Robert Strader, James Strader, Jasper Strader, Raleigh Johnson, Arthur Harn, Ignatius Zimmerman, Lewis Skonezny, Joseph Karaffa, Harvey Stull, Joseph Alexander, W. J. Trader, Steve Ripnosky, George Wardezlia, George Polly, George Bewick, Jr., Alex Mossoly, Jr., Michael O'Toole, Jesse Hall, H. L. Potter, Prokop Karperak, M. E. Nogotsky, Frank Wardzella, Patrick Duncan, Joseph Herchiko, E. A. Bailey, J. P. Granchi, Robert McMahon, Leo Mullen

Electric Storage Power Can Be Used In Gaseous Mines

The United States Bureau of Mines has issued the first approval for a storage battery locomotive for use in gaseous mines. The approval covers a six-ton storage battery locomotive, which may be equipped with a battery consisting of either 80 or 18 cells. Caustic potash is specified as the electrolyte for use with the battery. As approved the Bureau of Mines recommends this locomotive for service in gaseous mines and considers it much safer than the types heretofore used.

The idea of developing a storage battery locomotive which would largely eliminate the hazards of the trolley type of locomotive generally employed in gaseous mines was suggested some years ago. It was found, however, that the storage battery locomotive as then developed was attended with hazards of its own. In May, 1916, the Bureau of Mines called a conference of locomotive and storage battery manufacturers to consider the problem of making storage battery locomotives more safe for use in gaseous mines. As a result of this conference the bureau prepared a set of tentative specifications for storage battery locomotives for service in gaseous mines. After these specifications had been criticized by interested manufacturers and by engineers representing coal operators, they were again revised with due regard for criticism from all sources and republished as Schedule 15, "Procedure for establishing a list of permissible storage battery locomotives for use in gaseous mines." Several applications for tests leading to approval were received during 1920.

Such approved equipment will have an approval plate attached to the controller bearing the seal of the Department of the Interior, Bureau of Mines, and including a caution statement that should aid both company and state inspectors in keeping these locomotives in a permissible condition. It is the belief of the bureau that storage battery locomotives conforming to the specifications contained in Schedule 15 will largely eliminate the hazards of the trolley locomotive and of the old type of storage battery locomotive.

COAL CONSUMERS ARE CONTROLLING FACTOR AT PRESENT

Continued from Page One.

present situation. Of course the coal man has come to expect a period of dullness in early spring as one of the drawbacks of his seasonal business. But this year the slump is far worse than the normal, even considering the mild winter. For the consumer is having troubles of his own; the business depression has reduced his requirements. In December last the beehive coke ovens for example, were taking 600,000 tons of coal a week. Today they are using only 270,000 tons. Somewhat the same reduction has been going on in other domestic industries and at the same time exports have also fallen sharply. With current consumption curtailed in this manner it is clear that the mere fact that production is down to six and a half million tons a week does not of itself prove that consumers are purchasing less than their requirements. Indeed, the rate of output has not yet touched the low point reached during our latest real business depression, in 1914. That, however, was seven years ago, and our normal rate of growth has been such that 7,000,000 tons in 1921 would be as low as 6,000,000 was in 1914. If the business depression proves to be long-sustained, then the present low rate of production carries no threat of an approaching shortage of coal. If, on the other hand, business should suddenly resume at full blast we know that the railroads will hardly be in a position to haul coal enough to rebuild stocks, meet current consumption, and handle other freight at the same time without signs of distress.

"There is reason to believe, however, that the business depression is not the only consideration in the mind of the consumer at present. He remembers what he used to pay for coal before the war. He recalls that he could then get an abundance of coal for $1.15 f. o. b. mine. He knows that on the average in 1918 coal was costing $2.50 or $2.60 at the mine. He sees that prices of many other commodities have fallen since 1918, and notes that the lowest price quoted on spot coal is $2 run of mine, f. o. b. mine, with many quotations at $2.50, $2.75 and $3, or over. He finds that little coal is offered for contract at less than $3 a ton. He remembers with resentment the prices he had to pay last year, and he decides to buy only as needed and wait for the price to come down to a reasonable figure.

"The operator, however, retorts that the price has gone down as far as it possibly can; that many mines have been in consequence forced to close, and that with the successive wage advances of April, 1916, April and October, 1917, and March and August, 1920, the cost of producing coal has so increased that a return to pre-war prices is impossible. The consumer must awaken to the fact, argues the operator, that whereas before the war he would think in terms of $1.00 or $1.25 coal, now he must think in terms of $2.50, $3.00, or $3.50 coal f. o. b. mine.

"In so far as the consumer is waiting for the price to come down, at the risk of depleting his reserves against winter requirements, the relief turns upon a question of fact, namely, whether the present market price of coal is a reasonable price, whether it is as low as can be expected later. It is to be regretted that the Federal Trade commission has been enjoined from learning the facts and so is not able to issue a statement of present-day costs that would enlighten the public.

"'Buy only as needed' may prove too conservative advice at the present time. The consumer waiting for low prices and the producer delaying price adjustment might be found equally responsible for the uneconomic seasonal fluctuation in coal output. 'Buy only as needed' may result in cheaper coal in the bin, but the bin may be too nearly empty much of the time when the need is greatest.

"The plain situation is that the coal buyer distrusts the coal seller, and 'no market' as given in the weekly returns in part simply reflects the consumer's attitude. His answer to offers of contracts may be natural, but is it safe?

"The consumer must ask, 'Have I sufficient stocks in my bin to tide me over a period of bad weather, or an interruption to my supply, in view of what I shall need to make the goods to fill the orders I expect to have?'

"To the railroads the question becomes 'Have we as the largest consumers of coal laid in an adequate reserve against the period of active business which must one day come?'

"And not the least searching should be the question asked by the producer of himself—'Have I made the utmost possible concessions to the user of coal? Have we as an industry done wisely in opposing the collection and publication by the federal government of data on the costs of production?'"

Refusal to Submit To Amputation Cuts Off Compensation

HARRISBURG, March 24.—Refusal to submit to the amputation of a finger, which caused "some inconvenience" as the result of an injury sustained while at work is held by the Workmen's Compensation Board as sufficient reason to discontinue compensation previously allowed an applicant whose case recently came before the board.

The claimant sought to have compensation allowed for injuries restored after he had accepted a final receipt.

The board, in refusing the request, said it was true the claimant "would suffer some inconvenience because of the deformity to his finger but he refused to have the same amputated and we find that this was an unreasonable position on his part. The amputation of the finger would remove the element of inconvenience and render him fully equipped to perform his former duties without any inconvenience or apprehension because of his present deformity. Such an operation is a small one unaccompanied by danger and such reasonable medical treatment that he ought to accept, and its refusal under the Act constitutes a ground for discontinuing compensation."

Subscribe for The Weekly Courier.

LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, March 26, 1921.

Ovens	In Works		Name of Operators.	Address.
			MERCHANT OVENS	
152	...	Beatty	Mt. Pleasant Coke Co.	Greensburg
30	...	Brush Run	Brush Run Coke Company.	Mt. Pleasant
150	150	Clare	Clare Coke Co.	Greensburg
50	50	Ellen No. 2	Whyel Coke Co.	Uniontown
100	100	Elm Grove	W. J. Rainey, Inc.	New York
10	...	Franklin	Summit-C'ville Coke Co.	Connellsville
101	...	Gilmore	Gilmore Coke Co.	Uniontown
50	...	Grace	Corrado-Schenck Coke Co.	Connellsville
8	...	Helen	Samuel I. Lohr	Youngwood
145	145	Humphreys	Humphreys Coal & Coke Co	Greensburg
16	...	Morgan	Corrado-Schenck Coke Co.	Connellsville
275	275	Mt. Braddock	W. J. Rainey	New York
310	...	Mt. Pleasant	Mt. Pleasant Coke Co.	Greensburg
32	32	Myers	Brownfield Coal & Coke Co	Uniontown
11	...	Nellie	Nellie Coke Co.	Connellsville
328	70	Oliver No. 1	Oliver & Snyder Steel Co.	Pittsburg
150	70	Oliver No. 2	Oliver & Snyder Steel Co.	Pittsburg
300	50	Oliver No. 3	Oliver & Snyder Steel Co.	Pittsburg
90	90	Paul	W. J. Rainey, Inc.	New York
400	400	Revere	W. J. Rainey, Inc.	New York
40	...	Thomas	Whyel Coke Co.	Uniontown
57	...	West Penn	West Penn Coke Co.	Pittsburg
3,227	1,132			
			FURNACE OVENS	
260	...	Adelaide	H. C. Frick Coke Co.	Pittsburg
356	...	Alverton	H. C. Frick Coke Co.	Pittsburg
397	198	Baggaley	H. C. Frick Coke Co.	Pittsburg
300	...	Bitner	H. C. Frick Coke Co.	Pittsburg
240	...	Brinkerton	H. C. Frick Coke Co.	Pittsburg
300	...	Buckeye	H. C. Frick Coke Co.	Pittsburg
260	50	Calumet	H. C. Frick Coke Co.	Pittsburg
301	...	Central	H. C. Frick Coke Co.	Pittsburg
100	75	Collier	H. C. Frick Coke Co.	Pittsburg
400	40	Continental 1	H. C. Frick Coke Co.	Pittsburg
336	...	Continental 2	H. C. Frick Coke Co.	Pittsburg
300	...	Continental 3	H. C. Frick Coke Co.	Pittsburg
120	...	Crossland	H. C. Frick Coke Co.	Pittsburg
323	...	Davidson	H. C. Frick Coke Co.	Pittsburg
230	...	Dorothy	H. C. Frick Coke Co.	Pittsburg
110	110	Dunbar	Amer Manganese Mfg. Co.	Dunbar
272	...	Hecla No. 1	H. C. Frick Coke Co.	Pittsburg
350	...	Hecla No. 2	H. C. Frick Coke Co.	Pittsburg
300	...	Hecla No. 3	H. C. Frick Coke Co.	Pittsburg
265	150	Hostetter	Hostetter-C'ville Coke Co.	Pittsburg
249	...	Juniata	H. C. Frick Coke Co.	Pittsburg
396	...	Kyle	H. C. Frick Coke Co.	Pittsburg
199	199	Leisenring 1	H. C. Frick Coke Co.	Pittsburg
502	...	Leisenring 2	H. C. Frick Coke Co.	Pittsburg
502	209	Leisenring 3	H. C. Frick Coke Co.	Pittsburg
301	75	Leith	H. C. Frick Coke Co.	Pittsburg
227	...	Lemont No. 1	H. C. Frick Coke Co.	Pittsburg
150	100	Lemont No. 2	H. C. Frick Coke Co.	Pittsburg
500	...	Mammoth	H. C. Frick Coke Co.	Pittsburg
309	...	Marguerite	H. C. Frick Coke Co.	Pittsburg
193	...	Mutual	H. C. Frick Coke Co.	Pittsburg
256	150	Oliphant	H. C. Frick Coke Co.	Pittsburg
400	52	Phillips	H. C. Frick Coke Co.	Pittsburg
443	200	Redstone	H. C. Frick Coke Co.	Pittsburg
448	...	Shoaf	H. C. Frick Coke Co.	Pittsburg
425	165	Southwest 1	H. C. Frick Coke Co.	Pittsburg
150	...	Southwest 2	H. C. Frick Coke Co.	Pittsburg
204	...	Southwest 3	H. C. Frick Coke Co.	Pittsburg
901	300	Standard	H. C. Frick Coke Co.	Pittsburg
80	...	Stewart	Stewart Iron Co.	Uniontown
464	75	Trotter	H. C. Frick Coke Co.	Pittsburg
350	40	United	H. C. Frick Coke Co.	Pittsburg
352	...	Writney	Hostetter-C'ville Coke Co.	Pittsburg
309	...	Wynn	H. C. Frick Coke Co.	Pittsburg
500	100	Yorkrun	H. C. Frick Coke Co.	Pittsburg
215	150	Youngstown	H. C. Frick Coke Co.	Pittsburg
15,170	2,282			

ESTABLISHED 1859 INCORPORATED 1894

JOSEPH SOISSON FIRE BRICK COMPANY

MANUFACTURERS OF

Silica and Fire Clay

BRICK

Special Shapes for Rectangular and Bee Hive Ovens, Furnace and Glass House Material.

Ship on all railroads.

DAILY CAPACITY 300,000

DAVIDSON MOYER VOLCANO LAYTON — EIGHT PLANTS: — KINGSTON ENAMEL WILLIAM COLUMBIA

CONNELLSVILLE, PA.

Established 1872. Incorporated 1904.

Eureka Fire Brick Works

First National Bank Building, Pittsburgh, Pa.

Bell Phone—Court 284.

Eureka Bradoc

Manufacturers of High Grade clay refractories for Heating, Puddling and Regenerator Furnaces, Boiler Settings, and Arches, Stacks, Flues, Glass Houses, By-Product, Rectangular and Bee-Hive Coke Ovens.

E. F. B Victor

DIFFICULT SHAPES OUR SPECIALTY.

Works Office, Mt. Braddock, Pa. Bell Phone—49, Dunbar, Pa.

Both B. & O. and P. R. R. Connections.

Straub-Atkinson Coal & Coke Company

Producers Shippers

Furnace, Foundry & Heating Coke

Gas, Steam, By-Product Coal

Union Arcade

Pittsburgh, Pa.

Boyts, Porter & Co.

YOUGH PUMPS

Steam, Air and Electic Driven

Boyts, Porter & Co.

Connellsville, Pa., U. S. A.

Producers Coke Company

Exclusive Selling Agents for 3,500,000 Tons Annually

STANDARD CONNELLSVILLE FURNACE COKE.

THE BEST BRANDS IN THE REGION.

Low Phosphorus Coke, Smelter, Foundry and Heating Coke and By-Product Coking Coal.

Offices—First National Bank Building.

Uniontown, Pa.

M. M. COCHRAN, President. W. HARRY BROWN, Vice President. J. H. PRICE, Sec. and Treas.

WASHINGTON COAL & COKE CO.

General Office, DAWSON, FAYETTE COUNTY, PA.

6,000 Tons Daily Capacity. Individual Cars.

Youghiogheny Coal: Steam Gas Coking

Connellsville Coke: Furnace and Foundry: Low Sulphur Hard Structure

Shipments via B. & O. R. R. and P. & L. E. R. R. and Connections

N. P. Hyndman, Sales Agent, 511 Wood Street, Pittsburg, Pa.

HERBERT Du PUY, President. JOHN O. NEFF, Gen. Mgr.

Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburg, Penna.

Works:—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 82,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure.

Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled, thus eliminating by screening all dust and dirt.

ANALYSIS FURNISHES ON REQUEST

A TAX COURT

Proposed for Handling Disputes as to Internal Revenue Taxes.

Chairman Fordney of the Ways and Means committee and his associates are considering the advisability of establishing a tax court for the adjudication of disputes between taxpayers and the Bureau of Internal Revenue. At the present time the bureau passes upon all administrative phases of the law, interprets the law and collects the taxes.

The plan proposed to Mr. Fordney would make the bureau primarily a collecting and auditing agency. The court as proposed by Judge Warwick, comptroller of the treasury, would consist of from seven to nine judges appointed by the President at salaries of $9,0000 a year each and would be modeled after the customs court which disposes of tariff disputes.

Full publicity would be given to its decisions so that every taxpayer might have the benefit of the principle laid down by the court in making out his own returns. Cases already appealed from rulings of the Bureau of Internal Revenue to the various federal courts throughout the country would come before the tax court. It is thought likely that the proposal will be embodied in the new revenue bill soon to be drafted.

Recruiting Headquarters Co.

Lieutenant Craig C. Hill of Greensburg is recruiting the Headquarters Company of the Third Battalion of the 10th Infantry, under the new plan of reorganization. The unit will consist of one officer and 41 enlisted men. Greensburg will be the home station of the company.

Special Meeting Called.

A special meeting of the Fayette County School Directors' association will be held in Uniontown on Saturday

Bell 90. Tri-State 8.

Motor Sand

Yough Sand and Stone Company

DUNBAR, PA.

READ THE COURIER.

RECOVERY OF COAL FROM RIVER BEDS IS BIG INDUSTRY

Yield Approximately 2,000,000 Tons Anthracite Per Year.

WILL SOON BE EXHAUSTED

The Producing Companies No Longer Wasting Fine Sizes of Coal; Over 100 Operators Engaged in Salvaging; Deposits Move Down Stream.

HARRISBURG, March 29—Preparations for resumption of the river coal industry along Pennsylvania streams whose watersheds lie in the mining regions are being made by operators in various sections and with the cessation of high water the work will start. Reports received at the Department of Internal Affairs indicate that the operations will nearly, if not quite, equal those of last year.

Approximately 2,000,000 tons of coal have been recovered annually from the beds of certain streams in the state for several years past. The product, which consists mainly of small sizes of anthracite washed into the streams from the collieries and culm banks, is used principally by utilities companies, many of which conduct their own operations by means of fleets of barges. On some of the streams, particularly the smaller ones, the work is carried on with clam shell scoops and stationary pumps on the banks while the barge system is used to greater extent on the larger streams.

The principal operations are carried on along the Susquehanna river and its tributaries, and along the Schuylkill and Lehigh rivers. Nearly three-quarters of the total production has been from the Susquehanna in past years.

Surveys and investigation by the Bureau of Topographic and Geological Survey of the Department of Internal Affairs show that for more than 30 years the streams which have their head waters in the coal regions have been bedded with coal. Its reclamation was begun early in the nineties when sand pumpers were used for removal of the coal from the Susquehanna at Harrisburg. For many years, however profits were slight but for several years past the industry has reached larger proportions.

Indications are now the reports show, that the supply will be exhausted in between five and ten years as the coal operators are making use of the small sizes of anthracite and little is getting into the streams. Virtually all that is being washed down now is from culm banks and these also are gradually being utilized so that eventually, it is predicted, the river supply will cease

It is estimated that there are more than 100 operators, including both concerns and individuals engaged in the business, with a production ranging from 5,000 to 100,000 tons each a year.

Results of a recent survey of the Schuylkill river show that the mine waste which has been pouring into the river for many years, is moving gradually toward the mouth of the stream and has nearly reached Philadelphia.

The "dead line" of the black deposits 20 years ago was north of Reading. The waste accumulated in considerable quantities on farm lands along the river and litigation between farm owners and mining companies resulted. Since then the waste has been moving slowly down towards the Delaware.

Compensation For Employe Killed On His Way to Work

HARRISBURG, March 29—Two questions—whether a railroad employe killed by a train as he was going to work was killed in the course of his employment and whether the train, which had not started upon its trip was engaged in interstate or intrastate traffic at the time it ran over the man—were involved in a case recently decided by the Workmen's Compensation Board.

The decision, which held that the employe was at work and that the work was a part of an interstate trip of the train, was rendered on an appeal by the defendants, the Director General of Railroads and the Lehigh Valley Railroad company, from the referee's award. The claimant was the widow of the man killed. The referee, in a decision granting compensation, held that the man's death occurred while he was in the company's employ but that he was not engaged in either interstate or intrastate commerce at the time.

The man was employed as car inspector and was killed before he actually began his inspections. The train contained cars destined for New Jersey and the board held, therefore, that it was engaged in interstate traffic and that compensation must be disallowed.

BAD ORDER CARS

Number 243,586, or More Than 10 Per Cent of the Total Equipment.

Of the 2,273,033 freight cars on line on March 1 according to the car service division of the American Railway association, 243,586 were in bad order. The percentage thus was 10.7 per cent, against 9.7 per cent on February 1. "Home cars" in bad order on March 1 averaged 30 per cent of the total needing repair.

The percentage of all frieght cars on their home lines on March 1 was as even 67.

If you have coal land for sale advertise it in The Weekly Courier.

PENNSY ORDERS PASSENGERS BE KEPT INFORMED

For the convenience of passengers on the Pennsylvania railroad, renewed instructions are being issued to conductors, trainmen, ticket agents and others concerned, to give passengers all available information about serious delays to traffic. These instructions provide as follows:

"Whenever passenger train service is disarranged, the station master or station agent will inform the public by posting in a conspicuous place at the station (or otherwise, where posting of a notice is not practicable) and by announcement to passengers when purchasing tickets) the probable length of time of interruption, and when it is expected that service will be restored.

"When unusual or serious delay occurs to a passenger train, the conductor shall notify the passengers, either directly or through the agency of trainmen and Pullman employes, regarding the cause and the approximate time the train will be delayed, except at night, when, of course, passengers should not be awakened to give them this information.

"When delays occur at points where it is safe for passengers to get out for exercise, luncheon, etc., they should be given such information as will enable them to take advantage of the opportunity.

"Special arrangements should be made when, on account of delays to passenger trains not having dining cars, passengers would otherwise be materially inconvenienced."

Wage Appeals of Short Line Rail Workers Refused

CHICAGO, March 28.—The United States Railroad Labor Board today dismissed appeals for increased wages filed last fall by 15 railway labor unions against 67 short lines throughout the country.

Short lines which accepted for the men the terms of the $600,000,000 wage award of last July will not be privileged to go back to the old scale under today's action, however, the announcement saying "this decision shall not be considered as affecting any wage increase now in effect nor any agreement regarding wages between any of th carriers and their employes."

The board decision affects approximately ,000 employes. The railroads involved are in general remote from large cities and provide service for small communities in nearly every state.

The decision points out there are under consideration by the board several hundred grievances which should be determined by the boards of adjustment if such boards were in existence. It was also pointed out the diverse work done by employes and therefore it was impossible to understate the needs for standardization of rules on which to base a wage award.

A general rules hearing affecting all lines of the country is before the board. A set of rules however, has never been applied uniformly to these short lines. The board declared it was impracticable to determine what reasonable rules shall be in effect on the short line until the question of reasonable rules and working conditions on the standard roads have been disposed of.

ANTHRACITE COAL TAX BILL APPEARS IN LEGISLATURE

Tax of Two and Half Per Cent Per Ton Proposed in Measure Fathered by Administration.

HARRISBURG, March 30—A tax of two and one-half per cent on the value per ton, of 2,240 pounds, on all anthracite coal mined and prepared for market in Pennsylvania is provided in the administration anthracite coal tax bill presented to the House today by Representative Williams of Tioga.

The bill is calculated to raise millions of dollars in additional revenue and while there is no reference in the measure to any return of proceeds in counties where coal is mined it is probable some legislation to this effect may appear separately

The bill is a straight anthracite coal tax and in some respects follows previous acts on the subject.

MINING STATUTES

With Abstract of Court Decisions Comprise Bulletin of Bureau of Mines.

The United States Bureau of Mines has just issued Bulletin 185, "Pennsylvania Mining Statutes Annotated of the J. W. Thompson, law examiner of the bureau. The bulletin includes every statute enacted by the legislature of Pennsylvania from 1785 to 1919, relating to minerals, mines, and mining operations, whether obsolete, repealed, invalid, or at present in force. In the bulletin, statutes have been classified according to subject matter, bringing into a single group all legislation pertaining to a definite subject, as fire bosses, inspection districts, inspectors, mine foremen, miners' examining boards, mining operations, etc.

Following each law are given abstracts of the decisions of all courts that have placed a construction on such law. These abstracts are free from legal phraseology, and miners and operators may easily understand the interpretations placed upon the statutes by the courts. The bulletin, which contains 1221 pages, is the only publication giving the mining statutes of Pennsylvania complete, and accompanied by the court holdings.

Copies of Bulletin 185 may be purchased from the superintendent of documents, Government Printing Office, Washington, D. C.

Advertise in The Weekly Courier.

LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, March 26, 1921.

Ovens	In	Works	Name of Operators.	Address
		MERCHANT OVENS.		
40	...	Adah	Westmo-Fayette Coke Co.	Greensburg
296	293	Allison No. 1	W. J. Rainey, Inc.	New York
200	200	Allison No. 2	W. J. Rainey, Inc.	New York
142	...	American 1	American Coke Corporation	Pittsburg
240	...	American 2	American Coke Corporation	Pittsburg
40	...	Anica	The Willey & Feather C. C.	Uniontown
42	...	Belleverna	Belleverna Coal & Coke Co.	Pittsburg
20	...	Browning	Browning Coke Co.	Uniontown
50	...	Brownsville	Brownsville Coke Co.	Pittsburg
205	..	Century	Century Coke Co.	Brownsville
40	40	Champion	Champion C'ville Coke Co.	Uniontown
267	...	Champion	Champion Gas Coal Co.	Pittsburg
120	45	Crystal	Hecla Coal & Coke Co.	Pittsburg
208	...	Denbo	Reliance Coal & Coke Co.	Pittsburg
402	...	Donald 1 & 2	Consolidated C'ville Coke Co	Uniontown
160	...	Donald No 3	Consolidated C'ville Coke Co	Uniontown
100	...	Edna	Waltersburg Coke Co	Uniontown
32	...	Finley	Jas. Byrne & Co.	Uniontown
119	...	Garwood	Aetna-C'ville Coke Co.	Connellsville
58	...	Genuine	Genuine C'ville Coke Co.	Uniontown
200	...	Griffin No. 1	Hecla Coal & Coke Co.	Pittsburg
180	...	Griffin No 2	Hecla Coal & Coke Co.	Pittsburg
230	...	Herbert	C'ville Central Coke Co.	Pittsburg
45	...	Hillside	Westmoreland Gas oCal Co.	Pittsburg
52	...	Hill Top	E Connellsville Coke Co.	Connellsville
154	120	Hoover	James H. Hoover	McClellandtown
38	38	Hope	Hope Coke Co.	Uniontown
130	...	Hustead	Hustead-Semans C.&C. Co.	Uniontown
260	...	Isabella	Hecla Coal & Coke Co.	Pittsburg
24	...	Junior	Junior Coal & Coke Co.	Uniontown
140	...	Katherine	Union C'ville Coke Co.	Uniontown
200	...	Lafayette	Atlas Coke Co.	Helen
38	...	Leon	Franklin Coke Co	Mt Pleasant
34	...	Liberty	Old Connellsville Coke Co.	Smithfield
400	...	Lincoln	Lincoln Coal & Coke Co	Scottdale
40	...	Little Gem	The Bixler Coal & Coke Co.	Pittsburg
250	...	Low Phos	C'ville Central Coke Co.	Pittsburg
34	...	Luzerne	Luzerne Coal & Coke Co.	Pittsburg
64	...	Marion	Southern C'ville Coke Co.	Uniontown
300	...	Mt. Hope	Snowden Coke Co.	Uniontown
100	...	Old Rome	W. J. Parshall	Uniontown
202	60	Puritan 1 & 2	Puritan Coke Co	Uniontown
50	...	Puritan No 3	Puritan Coke Co.	Uniontown
76	...	Puritan No 4	Puritan Coke Co.	Uniontown
301	...	Poland	Poland Coal Co.	Pittsburg
120	...	Rich Hill	Rich Hill Coal & Coke Co.	Outcrop
275	..	Royal	W. J. Rainey	New York
48	...	Russell	Russell Coal & Coke Co	Smithfield
30	...	Sackett	H. P. Sackett Coal & C. Co.	Smithfield
26	...	Sapper	Reilly-Callaghan C. &C. Co.	Uniontown
378	50	Searight	Taylor Coal & Coke Co.	Uniontown
298	...	Shamrock	Fayette Coke Co.	Uniontown
310	...	Sterling	Consolidated C'ville Coke Co	Uniontown
50	...	Sunshine 2	McClellandtown C. & C. Co.	McClellandtown
400	...	Thompson 2	Thompson C'ville Coke Co	Pittsburg
320	...	Tower Hill 1	Eastern Coke Co.	Pittsburg
384	...	Tower Hill 2	Tower Hill C'ville Coke Co.	Uniontown
40	...	Virgie	Byrne Coal & Coke Co	Scotdale
500	340	Washington 1.	Washington Coal & Coke Co.	Dawson
500	..	Washington 2	Washington Coal & Coke Co.	Dawson
36	...	Yukon	Whyel Coke Co.	Uniontown
9,948	1,256		FURNACE OVENS.	
400	200	Alicia	Pittsburg Steel Co.	Alicia, Fay. Co
100	...	Bridgeport	H. C. Frick Coke Co.	Pittsburg
470	...	Brier Hill	Brier Hill Coke Co.	Brier Hill
426	...	Buffington	H. C. Frick Coke Co.	Pittsburg
500	...	Colonial No. 1.	H. C. Frick Coke Co.	Pittsburg
156	.	Colonial No. 3	H. C. Frick Coke Co.	Pittsburg
300	..	Colonial No. 4.	H. C. Frick Coke Co.	Pittsburg
256	...	Dearth	H. C. Frick Coke Co.	Pittsburg
500	...	Edenborn	H. C. Frick Coke Co.	Pittsburg
200	..	Fairbank	Struthers Coal & CokeCo	Fairbank
400	...	Footedale	H. C. Frick Coke Co	Pittsburg
202	50	Geneva	McKeefrey Coal Co.	Laetonia, Ohio
200	...	Labelle	Labelle Coke Co.	Labelle
462	...	Lambert	H. C. Frick Coke Co.	Pittsburg
518	..	Leckrone	H. C. Frick Coke Co.	Pittsburg
244	...	Martin	Republic Iron & Steel Co.	Youngstown, O
20	...	Newcomer	H. C. Frick Coke Co.	Pittsburg
430	...	Orient	American Coke Corporation.	Uniontown
400	...	Republic	Republic Iron & Steel Co.	Uniontown
350	...	Ronco	H. C. Frick Coke Co.	Pittsburg
400	..	Thompson 1	Redstone Coal & Coke Co.	Pittsburg
6,986	250			

REILLY-PEABODY FUEL COMPANY
CONNELLSVILLE COKE
OPERATORS AND SHIPPERS
COKING-GAS-STEAM COAL
PITTSBURGH, PA.

Homer L. Burchinal
CIVIL and MINING ENGINEER
625 and 627 Fayette Title & Trust Bldg., Uniontown, Pa.
Specialties:—Construction of Coal and Coke Plants. Examination and reports on coal properties. Valuations, superintendence, plans, estimates. Mine and property surveys.
Engineer for 40 independent companies in Pennsylvania and West Virginia. Continuous blue print machine used in electric printing department.
Bell Phone 386. Tri-State Phone 955.

WEST PENN MAY STRAIGHTEN OUT EVERSON CURVES

Agreement Reached Between Traction Company and Borough Council.

RIGHT OF WAY GRANTED

Improvements Will Begin at Once and Together With Work to be Done by State Will Result in Complete Paving of the Main Thoroughfare.

After years of controversy over the question of a right of way, the West Penn Railways company and the borough council of Everson on Monday night came to an agreement by which the traction company will be able to straighten out the four curves now in its lines between Valley and Brown street, Everson

The borough has always refused to grant the company a right of way because the West Penn refused to take care of any paving. The matter was allowed to rest there, and in order to enter Everson the tracks had to be laid in a round about way, making four sharp swings.

By the agreement reached Monday night the West Penn company will lay the bricks between its rails and also 18 inches outside each track. The company will also take care of the curbing. The state is taking care of 18 feet of the road which will make it possible to entirely pave Brown street from Valley to the Everson bridge. At present there is no improved street between the borough limits and the school house

Work on the improvements will begin immediately as the work by the state contractors is almost at the borough limits now. When completed Brown street will connect with the Star route, now under improvement by the state, and will make a fine highway between Scottdale and Connellsville, branching off at Pennsville.

MORE MEN FURLOUGHED

Crews on Pittsburg & Lake Erie System Hard Hit by Retrenchment.

DICKERSON RUN, March 28—Two hundred trainmen and 35 firemen were furloughed and 30 engineers set back to firemen last week on the Pittsburg & Lake Erie sytsem. Car shop and round-house forces will be laid off on March 30 and 31 and April 1 48 men at the Dickerson Run roundhouse will be furloughed

Section gangs are working three days a week and section foremen walk track three days a week Business at the Dickerson Run terminal seems to be holding up at about the same volume as last week Business on the Western Maryland is still good.

Subscribe for The Weekly Courier, $2.00 per year in advance.

Connellsville Foundry, Machine and Steel Casting Company
CONNELLSVILLE, PENNA.
—Manufacturers of—
LAFAYETTE MINE PUMPS
Steam, Air and Electric Driven
Pump Repairs for All Kinds of Pumps
Woodlined Pipe & Fittings Larry Wheels & Axles
Wheels and Axles for Mine Locomotives
PROMPT ATTENTION GIVEN TO ALL MINE REPAIR WORK

Oliver & Snyder Steel Company
Producers of
Highest Quality Standard Old Basin Connellsville Coke
AND
By Product Coking Coal
Monthly Coke Capacity 70,000 Tons
GENERAL OFFICES:
South 10th and Muriel Streets, Pittsburg, Pa.

Domestic Coke Corporation
Manufacturers Low Sulphur
BY-PRODUCT COKE
FURNACE AND DOMESTIC COKE
Fairmont, W. Va.
Daily Capacity 1,000 Tons

Fairbank and Company
COAL
IRON ORE
PIG IRON
STEEL
COAL
COKE
COKE
General Offices
WADE BUILDING
CLEVELAND, OHIO.
Branch Offices
PITTSBURGH, PA
UNIONTOWN, PA

The Weekly Courier.

THE COURIER CO., Publishers.
HENRY P. SNYDER,
Founder and Editor, 1879-1916.
K. M. SNYDER,
President.
JAS. J. DRISCOLL,
Sec'y and Treasurer. Business Manager
JOHN L. GANS,
Managing Editor
Office, The Courier Building, 127½ W. Crawford Avenue, Connellsville, Pa.
SUBSCRIPTION RATES.
DOMESTIC: $2.00 per year 5 cents per copy
FOREIGN $2.50 per year, 6 cents per copy
ADVERTISING.
DISPLAY rates on application
READING NOTICES—Ten cents per line
Entered as second-class matter at the postoffice Connellsville, Pa.

THURSDAY MORNING, MAR. 31, '21.

COST OF THE M'KEESPORT GAS BOOM.

It is impossible to correctly estimate the total amount of money expended in the gas well projects in the McKeesport field during the frenzied operations of something more than a year ago. The Geological Survey of Pennsylvania makes some attempt at approximating the amount expended in the field and invested in stock by placing it between $22,000,000 and $28,000,000.

The amount realized from the sale of gas, as part offset to the expenditures, can be more definitely ascertained the records of sales having necessarily been kept with accuracy. This amount is fixed by the Geological Survey at $2,500,000 or about one-tenth of the total expenditures. How much was realized from the sale of machinery and supplies used in drilling dry holes and other salvage from the wreck of scores of projects cannot be determined. It may have aggregated a considerable sum, but at most it was but a very small percentage of the original cost. All of these materials were bought at inflated prices, even fancy premiums being paid for early delivery, hence the difference between the first cost and the selling price at second-hand must have been very great.

A number of the companies which had been honestly promoted and managed, finding their ventures certain to prove failures, through dry holes of their own or on immediately adjacent leases, liquidated as promptly as possible. In such cases the stockholders had a portion of their investments returned to them. In hundreds of other cases every dollar furnished by the stockholders was lost. Their money was not always honestly expended in bona fide efforts to strike a "gusher," but in some instances the funds found lodgment in the pockets of scheming and dishonest promoters.

Making liberal allowance for the receipts from all sources incident to the operations in the field the Geological Survey places the loss to investors at from $20,000,000 to $26,000,000. Even if it were less than the smallest of these two sums it was a big price to pay for the thrills produced by a feverish chase after the ignis fatuus of sudden wealth particularly when it is remembered that much of the money put into these ventures during the progress of the boom came from wage earners, mortgagors of small homes and other classes of individuals who could ill afford to lose any considerable part of their earnings or capital.

In this respect the lessons of previous booms were as little heeded as the lessons of the collapse of the McKeesport boom will be when another similar excitement develops in some other place. Those who lost in the McKeesport field may not be caught again but a new crop of just as eager devotees of get-rich-quick schemes will be ready with their cash to play the game to the limits of their opportunities and their gullibility. Thus proving anew the truth about the frequency with which birth is given to suckers.

THE PROPOSED TRAFFIC ORDINANCE.

The objections of automobile owners to the proposed new traffic ordinance are so substantial, and were presented with so much cogency in the columns of The Courier yesterday that they are entitled to very careful consideration by members of the city council.

It is not believed that that body desires to impose unnecessarily severe restrictions upon automobile owners, but in working out a plan to lessen congestion in the busiest section of the city the mistake has apparently been made of limiting parking privileges to such an extent as almost to give the inconvenience the owners of cars.

In the matter of automobile regulation Connellsville should not depart materially from the customs observed in other municipalities. To do so subjects transient motorists to considerable annoyance which does not tend to create a favorable impression upon the mind of strangers and good will abroad as well at home is an asset no town should despise.

Inasmuch as there appears very reasonable ground upon which to base objections to the provisions of the ordinance it would appear that the interests of the city of local automobile owners, tourists and the public would best be served by an amendment of some of the more drastic provisions. No doubt the city council will be so inclined if the owners of cars would request a hearing on the ordinance before its final passage.

The safety of the public is of course the matter to which weight-iest consideration should be given by all parties at interest. To insure this with the minimum of inconvenience to automobilists should be the purpose of a system of traffic regulation.

Having won the Upper Silesian plebiscite the Germans should experience no trouble in raising funds to pay that little reparations bill provided it did not cost too much to colonize voters preceding the election.

The prediction of increased activity in the coal trade is perhaps intended more as a feeler for better prices than a real prophecy.

MEANTIME THE PUBLIC BEARS THE BURDEN.

In the controversy between the railroad managers and the representatives of their employes before the Railroad Labor Board both sides seem to be losing sight of the fact that a third party is to be considered—that the great American public bigger than either of the contenders—has a very material interest and a very substantial right in the issues involved. True, three members of the board are representatives of the public but they are serving conjointly with three railroad and three employe representatives as arbiters not as advocates.

What the public needs, and should have and the board should insist it be provided is some person or persons to appear as spokesman precisely as spokesmen for the railroads and the men have been accorded that privilege.

It is readily recalled that when the employes were seeking more pay and later when the railroads were pleading for advances in freight and passenger rates, both sides gave the public very solemn assurances that the proposed increases could be made without adding to the burdens of business or industry or the cost of living. How this was to be accomplished was not clearly explained but events have proven the old truth over again that the consumer has been paying the freight both for the wage increase and the rate advance. Now, the country is witnessing the spectacle of the railroads waging a contest with their employes for a reduction of wages as a means of bringing operating expenses within the limits of income but are strangely silent about what is to be done in the direction of reducing passenger and freight rates as a means of enabling railroad patrons to make their income provide for outgo.

It is admitted by all persons having any knowledge of the subject that there are gross inequalities and many abuses and great waste in the systems of compensation for railroad employes just as there are inequalities and injustices in the freight and passenger rates. The burden imposed by the wage increases since 1915 has expanded the payrolls of the railroads from $1,734,000,000 to $3,500,000,000 annually. The increases in freight and passenger rates have added even a larger amount to the bill the public—the apparently forgotten third party—has to pay as the increased cost of doing business and living.

The situation with respect to the contending parties before the Railroad Labor Board is similar to that through which business has been passing. It shows that the railroad managers and employes differ not at all from other persons who like to retain a firm grip on any advantage they have gained.

The manufacturers," says the Harrisburg Telegraph "held on to high prices as long as they could—and lost a lot of money in the end through the slump of business that occurred when the merchants refused any longer to go to market. The retailer held on as long as he could to the prices he had been getting in war times—and was severely pinched when the slump came."

Railroad employes are losing money because they are making only part time as a result of the greatly lessened activity of the railroads. The railroads are losing money because the high passenger rates have cut down the number of passengers and the high freight rates have reduced the volume of traffic.

With about as much obstinacy as the manufacturers wholesalers and retailers displayed when resisting the demand of the public for lower prices the railroads and their employes are now refusing to admit that it would be more profitable, and an incentive to business revival, to have more traffic at lower rates and more work at less wages than to have a little traffic at high rates and little or no work at high wages.

Meantime the public must bear the burdens both groups have imposed upon it and which both seem entirely willing it shall continue to carry.

THE COST OF EDUCATION.

People have become so indifferent to statistical exhibits that it is doubtful if the comparisons made by United States Commissioner of Education Claxton in his statements concerning the cost of education in the United States will have the effect of directing the attention of the average taxpayer to the real significance of the difference in the amounts we expend for education and the amounts we expend on non essentials and luxuries.

Inasmuch as the lessons Dr. Claxton seeks to convey brings home to individuals the fact that they are spending many times as much money for things that gratify their tastes as they spend for those that cultivate the mind there will be a disposition to disregard the comparisons he makes or refusal to give them personal application. Or, perhaps our recently acquired habit of thinking in billions will not permit us to correctly appraise the stupendous discrepancy between the amount paid for education and the amount paid for luxuries.

But the fact that the expenditures for the latter by the people of America in 1920 were $22,700,000,000, or 22 times more than they spent for education in 1918, and six billions more than we have spent for public education in our entire history as a nation ought to impress us to the extent of accepting Dr. Claxton's conclusions that "compared with other expenditures public and private expenditures for education have been negligible."

We ought also to realize, as the people in closest touch with educational matters have long realized that we are all too prone to measure education by the direct cost as expressed in terms of taxation without estimating its value as one of the prime factors in our civilization or weighing its cost against those things that tend to retard, or at least do not promote our growth and development as useful capable and efficient citizens.

Dr. Claxton has therefore very truthfully declared that "we think we believe in education. We talk much about it and many of us have believed that we pay much for it, that it in fact constitutes a very great burden if indeed it is not our chief burden. No doubt we do believe in education in a way, but we have not and do not pay much for it."

Expressed differently he might have said that we spend too much for things that have a tendency to disqualify us from appreciating the benefits to be derived from education.

THE MARTIN BILL AND PROHIBITION ENFORCEMENT.

There is a disposition in certain quarters to censor Governor Sproul for having been instrumental in defeating the Martin prohibition enforcement bill in the Legislature a few days ago. His refusal to get behind the measure as he got behind the ratification of the 18th Amendment two years ago has been misinterpreted as indicating his opposition to the enactment of an enforcement measure. This is a wholly erroneous view to take it being well known that Governor Sproul has been a consistent and powerful friend of prohibition throughout his administration.

He issued a statement setting forth his reasons for his opposition to the Martin bill the chief of which was that in his judgment it would be unwise to repeal the Brooks law. Further he contended that some of the provisions of the Martin bill were so drastic that attempts to enforce them might tend to defeat the primary purposes of the proposed law.

As to the bill itself says the Harrisburg Telegraph "there can be no denying that it was most unpopular. Even many sincere friends of prohibition believed that its enactment might prove more harmful than beneficial and that the cause of temperance would not be promoted thereby.

Because of his sincere belief that the Martin bill would not best serve the purpose Governor Sproul has had a bill drawn by Attorney General Alter which is to be offered as a substitute for the former. By this action the governor has incurred the displeasure of some of the more extreme supporters of the Martin bill who forget that except for the influence of Governor Sproul the resolution of ratification would not have received approval at the last session and Pennsylvania would have shared with New Jersey and Connecticut the dubious distinction of being one of the few commonwealths which declined to ratify the 18th Amendment.

When Governor Sproul puts the seal of his approval on an enforcement measure as he has done on the substitute for the Martin bill" says our Harrisburg contemporary in further consideration of this interesting subject "he must be given credit for sincerity and an honest conviction as to the effectiveness of the measure proposed. The governor believed all along that the Martin bill could not be passed but he was willing to stand aside and let it have a test of strength without having to run counter to an administration measure in the Legislature which was both wise and fair. Now he can come forward and build on the wreck of the hopes of the Martin bill's supporters an act that he believes will be workable, forceful and practical.

The governor's attitude on the question of enforcement does not indicate any weakening of his intention to make the 18th Amendment effective in Pennsylvania. It merely shows that he differs with the supporters of the Martin bill as to the best methods of accomplishing that result. If there is failure to provide the assurance of strict enforcement the responsibility must rest with those who refuse to fall in line on the administration bill. The adequacy of which can be assured from the fact that Governor Sproul, as a staunch supporter of law enforcement, has given it his sanction."

FIREMEN AND THE CARNIVAL.

The decision of the New Haven Hose company which organization speaks and acts for the volunteer firemen of the city, to ban the street carnival as a means of raising money to defray the annual convention expense will be most heartily commended on all sides.

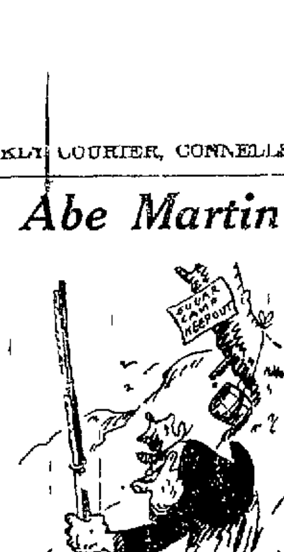
Aware that the sentiment of the community has long been against the use of this form of public entertainment for money raising purposes the firemen have very wisely deferred to that sentiment and will make other arrangements for financing the annual outing of their organization. Progressive municipalities in all sections of the country having denied carnivals the privilege of exhibiting within their limits solely because of the objectionable character of the amusements provided and the evils that have developed in connection with the carnival system, it was but right and proper that the firemen of Connellsville should at this time take the initiative in placing the city in the no-carnival class.

Having reached this decision in deference to the oft repeated wishes of the public the people of the city are now placed under obligation to assist the firemen in providing something to take place of the carnival as an agency for raising money for their organization. There ought also to be the utmost willingness in doing this. The volunteer firemen render a service of greatest value to the city. By their energy and skill in fighting fires they have saved the property owners very large sums of money. Practically their only compensation is their annual convention outing attendance at which costs considerable.

To help provide through agencies free of objectionable features belonging to carnivals a fair and adequate measure of appreciation of what the fire fighters are doing ought therefore to be a duty to which the people of the city will cheerfully respond. In fact we cannot do less. Acceding to public demand the firemen have cut out the carnival. It is but fair and the firemen have the right to expect that they be given something as good or better as a money raising proposition to take its place.

The failure of the carefully staged revolt in Germany shows that the Germans can succeed no better in frightening the Allies than they could in bluffing them.

Abe Martin



Mrs. Tipton Bud has sold her gold fish as they kept her tied down.

Lemuel Moppes is in from the poor house today to straighten out his income tax.

Now that the fishin' season is upon us we'd like to know if there's any other kind of a fishin' reel but a swell $9 reel.

Some folks are called rubes when they're on a street table.

You don't hear [illegible] be gone [illegible] forgotten these days.

The best show [illegible] her [illegible] a[illegible] friend.

[illegible] Mrs. [illegible] and Miss Maggie [illegible] of Pennsville are [illegible] at Scottdale.

[illegible] Baltimore & Ohio [illegible] had [illegible] off [illegible] at the [illegible]

Hank [illegible] Silas Gritts slipped an turned his ankle today while [illegible] into the vault.

Bot [illegible] of argument [illegible] said against [illegible] income tax is that it [illegible] takes [illegible]

What become o' th' ole time [illegible] that got all lit up with a beer schooner every Saturday night?

It [illegible] be when you saw a red headed girl you'd see a white horse, but we don't look that high any more.

Horse [illegible] are [illegible] scarce [illegible] don't hardly ever have any luck any more," said the Motor [illegible]

There [illegible] no [illegible] trouble in [illegible] than [illegible]

It [illegible] twice as long [illegible] dress for a dance [illegible] it used [illegible] take [illegible] for [illegible] the [illegible]

The [illegible] popu[illegible] is [illegible] New Palace Hotel.

Violet Fish is is missin' [illegible] swears [illegible] kid [illegible] dars [illegible] employment [illegible] then washed up.

Th' worst [illegible] thing about fixin' up [illegible] income tax blank is yer conscience.

FREIGHT RATES AND WAGES

[illegible]

Several months ago the Mining Congress Journal predicted that the earnings of the railroads during the last six months of 1920 would be less than the first six months notwithstanding the increased transportation rates. Unfortunately this prediction has been more than justified partly for the reason upon which it was based and partly because of a slackening up in business activity. To what extent the increased freight rates influenced the business depression cannot be determined. Certain it is that all business depends very largely upon transportation. Nothing has any value until it has been removed from the point of origination. Most articles need to be changed in form as well as to be removed from place to place. If wages are so high and other manufacturing expenses so great as to make the product too expensive for general use or if the cost of transportation is made so high as to put the finished articles beyond the reach of the mass consumer production in that line must necessarily slacken. The last increase in freight rates made the total approximately 20 per cent of the normal pre-war freight rate. Freight rates of the future and wages of the future must be based upon the buying power of the nation to consume the articles made available by these joint agencies. Capital may remain out of use but workers must be employed and railroads must be operated else the one starves and the other decays.

Assuming that the freight rates of pre-war days were comparatively low and that a slight advance might have been justified by this assumption does not justify the enormously high freight and passenger rates which the public must now pay for this class of service. Railroad business must necessarily fall off except under conditions which will keep the price level up to the two hundred per cent point. Just now the railroad executives are proposing that the Railroad Labor Board shall reduce the scale of wages paid to the workmen. The public will approve this reduction only with the understanding that its transportation service is to be lowered in cost. If railroad rates are to be kept up to the present levels, then the public will approve the present standard of wages. Railroad executives may as well understand now as later that the public will not approve an assault upon the wage scale except with a satisfactory understanding that transportation rates will be reduced in similar proportion.

Gentlemen who have appeared before the ways and means committee asking for protection upon shoes but free hides and leather, those who want no protection upon wool but do want woolen clothes heavily protected have had the fallacy of their position made most apparent. The public mind approves the stand of the ways and means committee as to tariff duties and stands for the same principle as to railroad wages. If wages are to go down as they should then all other living costs must go down proportionately and among those a very important expense is that which is paid for railroad service.

Fayette county juries in liquor selling cases are not afforded the same opportunities as juries in Florida to sample the evidence which may account for the occasional failure of the former to give defendants a taste of the law.

AUTOMOBILES PREFERRED TO HOMES.

While in a discussion of the house shortage problem it is necessary to give consideration to the various plans that have been proposed to provide relief it is perhaps not out of place to give attention to one of the causes of the existing situation which has not yet been referred to except in an indirect way.

It has been more or less vaguely hinted that the tendencies of people to extravagant expenditures has been instrumental in stopping the progress of the home building industry but comparatively little has been said or done to single out a specific item of money spending as one of the prime causes.

The necessity for directing all the energies and resources of the people and the country to winning the war was the direct cause of the suspension of building activity. The inflation of prices for both material and labor which is just as much a part of the cost of the war as munitions paid for the soldiers and their sustenance was also a part prevented a resumption of building after the war ended. The extremely slow progress of a readjustment to peace time conditions since the signing of the Armistice has operated to still further defer a revival of housing projects.

Important and controlling as these factors have been in retarding a resumption of home building on anything like the pre-war scale there is another cause to which comparatively little attention has been given by those who have been more occupied in devising some more or less artificial means of stimulating building activity than they have been striving to ascertain if there are causes for the cessation other than the high prices of labor and material.

Only casually has it been pointed out that the freedom with which the people spend money is one of the reasons why fewer homes are being built. If more careful analysis be made of the tendencies of this habit will it not be possible to identify some particular object of expenditure as contributing in a very material way to the home shortage problem?

When taking a census of the people within the circle of our acquaintance who are without homes of their own and so far as known are making no plans to acquire or build them but who are owners of automobiles do we not have rather concrete proof that the almost complete stoppage of home building is due at least in part to the high cost of something other than labor and building materials?

Before the desire to own an automobile became the ruling passion in the lives of many people they practiced economy and frugality with a view of some day having means to buy or build their own home. Yielding to the new desire the money that had been saved or was in process of being saved has in scores and scores of instances been invested in automobiles instead of homes. To the extent to which saving has been diverted from the original purpose has the number of home builders been reduced. And further the potential capacity of communities to finance home building projects has been proportionately lessened.

Not only have the savings of a large number of those who were prospective home builders been applied to another purpose but in having acquired automobiles the new burden of maintenance and upkeep and new expenses incidental to the possession and use of a car has been laid upon the purchasers. This is of such weight that in all but a few instances it is not likely both automobile and home building projects can be carried on at the same time. This observation does not of course apply to persons circumstanced to buy automobiles without retarding their home building plans but such persons are few in number compared with those who need homes and have no means except their savings to provide them. If this group of citizens continue to give preference to automobiles it will very probably mean that the growth of home building once it gets under way again, will not attain proportions commensurate with the needs.

Automobile owning gives great delight and brings much cheer into the lives of the owners but so long as cars are preferred to homes just so long will the more substantial enjoyment of home owning be lacking for a very large number of persons.

LESSON OF THE VERDICTS

People of Fayette county have no interest or concern in the personality of the defendants in the liquor cases which have come before the court but they are intensely interested and vitally concerned in a restoration of respect for law and order. They therefore accept the verdicts rendered in the most recent cases as a promise that an effective halt is to be called on the open flaunting of the law by that element in our population having the notion that violations can be committed with impunity.

In view of the rumors statements and allegations with respect to attempted jury fixing these verdicts have still more significance. They show that the substantial citizenship of the county is being aroused to a determination that law breaking shall not go unpunished and that our system of administering justice shall not be broken down because it better suits some individuals or has been easier for them to evade punishment than to avoid the necessity of being subject to the infliction of the law's penalties.

In both cases the defendants had a fair trial. The Monaghan case in particular was conducted with rare skill and was preceded with perhaps the best preparation ever given to a case in the Fayette county courts. Every inch of ground was contested bitterly but the evidence was so overwhelming that the court virtually directed the jury to render a verdict of guilty as indicted.

It is hoped therefore that the lesson will bear rich fruit in the cultivation of a more sincere respect for the law and that it will constitute a form of notice to the criminally inclined that the cause of law and order is to be supported by the people of Fayette under all circumstances as the first essential of genuine Americanism.

Cardinal Gibbons was a man who long and unselfishly strove for the nation's good and in behalf of humanity and attained such eminence as a great American and possessed such sterling integrity and was animated by such lofty purposes that his departure will be sincerely and deeply mourned by persons of all creeds and doctrines.

Having become redheaded over the reparation demands it is not surprising that Germany should now see red and be troubled with the Reds.

Imitation condensed milk has cheapness and poor quality and the element of danger in its use just the same as all other imitations of the real article.

Having helped to hatch the eggs of Bolshevism in Russia the Germans should not now complain about the chickens coming home to roost.

Now that Ex Secretary Lansing has the story of his break with Wilson out of his system he ought to feel better even if the public does not think better of him.

Secretary of State Hughes did not waste much time or words in telling the Russian Soviet that the United States is not in the business of doing business with countries where mobocracy is the form of government.

The Mine Rescue Car may not have taught coke region workers much that is new in safety first methods but it did add a fine bunch of recruits to the army of first-aiders.

The weakness of the proposed teachers salary law in failing to make it easier for the small districts to secure and hold good teachers, as pointed out by Director Tarr, could be made the law's strongest feature if the Legislators were made to recognize the defect. As a school patron it is your duty to help bring this matter to their attention.

School statistics continue to reveal the fact that parents more than students are responsible for absences and tardiness. Might be well to establish a school for parents who belong to this class.

If there is any scheme for handing out the tax-payers money that has not been embodied in a bill introduced in the Legislature it is because some representative has overlooked it.

Reason and common sense prevailed in the settlement of the disagreement between the meat packers and their employes resulting in the acceptance of a wage reduction of 12½ to 15 per cent. Will the meat dealers show the same graces by passing the saving on to the consumers?

The ladies are unanimous and cordial in their vote of thanks to the weatherman for his courtesies to them Sunday.

The division of Upper Silesia promises to result in a multiplication of trouble for Germany subtraction from lands territory and addition to the perplexities of the European situation generally. Some problem both mathematically and politically.

In recognition of what the weatherman has been doing for us garden making and home building ought to be two of the greatest activities of spring.

No doubt the South Side street car patrons will be able to stand the innovation of the 600 type cars with the same fortitude they have learned by long practice to display.

Whether in war or peace the former members of the 110th Infantry are at all times ready to give of their blood to save a comrade's life.

Although $5,800 was collected for dog licenses and only $1,324.10 paid for killing and injuring sheep in Fayette county last year there would have been more incentive for a revival of sheep raising had the slaughter of dogs been pursued with greater diligence.

The Allies may be yet forced to enlist an army of American installment house collectors as the most effective agency for making the Germans come across on that reparations account.

On the records of the weatherman the zero weather of the past winter will be represented by a zero.

Having spent $50,000,000 for chewing gum last year as compared with $20,000,000 spent for training school teachers may explain why taxpayers chew the rag so much about the cost of education.

Now that the Upper Silesian plebiscite is over the Poles will no doubt be in receipt of condolences from the Democrats who fell outside the breastworks last November.

The decision of a New Jersey judge that a married woman must drop cooking and other household duties when called to serve as a juror may be the means of increasing the business of the courts through providing new causes for application for divorce by neglected husbands.

There will be no return to civilization by the dog-sledge route for that party of naval balloonists driven out to sea.

Attendance at church Sunday was an annual event for a very considerable number of people, judging from the size of the congregations.

The Navy needs a good strong rope to keep its balloons where they can be found when wanted.

Looking Backward

News of the Past Condensed from the Files of The Courier.

FRIDAY, APRIL 1, 1881

The recent coke strike in a portion of this region though not seriously interfering with trade has curtailed the production sufficiently to stiffen prices somewhat. For immediate delivery prices [illegible] of $1.75 per ton on board cars at ovens.

The Somerset county creameries and cheese factories open for business.

Contract for the construction of the first section of the Redstone branch from Brownsville to Uniontown, has been awarded.

Rev. L. B. Hyatt newly chosen minister of the Christian church, arrives.

Officers of the Hill Grove cemetery are elected as follows: Stephens Robbins president, Joseph T. Johnston secretary, J. K. Brown treasurer.

Passenger train begin operation on the Somerset and Cambria branch of the Baltimore & Ohio railroad. At present only one train a day will be run to and from Johnstown.

The work of replacing the iron rails of the Southwest railroad with rails of steel is about completed.

Miss Anna M. Lavin of Masontown brings suit against Andrew J. Sterling and his wife charging slander. Sterling is a well known Democratic politician.

Property owned by the recently disbanded company is sold at public auction in armory hall.

Felix Boyle 10 years old is fatally injured in a runaway accident at the coke works of Boyle & Rafferty on the Mount Pleasant branch.

W. F. Johnson of Bullskin township is said to be the possessor of one of the finest thoroughbred Durham bulls ever brought into Fayette county.

Dick Montgomery who has been teaching at the Hickory Bottom school in Dunbar township enters California normal.

Butter is advertised at 28 cents per pound, eggs at 18 cents per dozen and potatoes at 90 cents per bushel.

FRIDAY, APRIL 3, 1891

Detailed report of the Connellsville coke trade for the week ending March 28 shows a total of 16,119 ovens in the region of which [illegible] are in blast and 13,750 idle with a total estimated production of 1,011 tons.

Marriage licenses are issued in Uniontown as follows: Grant S. Howard and Elvira Ledger both of Jacobs Creek; Reuben W. Gibson of Dunbar and Kate Cole of Mill Run; Samuel C. Brooks of Scottdale and Iva M. Beal of Saltlick township; Samuel Oaks and Rachel Bungard both of Connellsville; Frank M. Lowry and Esther Clark both of Smock; George G. Hooven of Saltlick township and Sarah J. Morris of Springfield township; David Giraty and Mary F. Moorehouse both of Connellsville.

Seven Hungarians are killed in a strike riot at the Morewood works.

David and Joseph Nicely are hanged in the Somerset county jail for the murder of Herman Umberger on January [illegible] 1889.

Hugh Coll of Broad Ford moves into his new South Side home.

The new ambulance for the hospital arrives.

Thomas Keefe of Wheeler is elected a policeman by the New Haven town council. His salary is $40 a month.

The large building erected by Boyts Porter & Company has been completed and the machinery and workmen are transferred to the new quarters.

Sheriff Clawson goes on strike duty at the Southwest No. 1 works and swears in about 50 members of Company E Tenth Regiment Mount Pleasant as deputies.

George Kailman is severely injured by falling coal in the mines at Moyer.

Lewellyn J. Thomas foreman of the Baltimore & Ohio pattern shops at Glenwood dies and the body is brought here for burial. He was a former resident of this place.

John Bell 5 years old, dies at his home in Trotter.

FRIDAY APRIL 5, 1901

Detailed report of the Connellsville coke trade for the week ending March 30 shows a total of 21,447 ovens in the region of which 19,758 are in blast and 1,689 idle with a total estimated production of 2,5,529 tons.

Marriage licenses are issued in Uniontown as follows: A. D. Blair of Dawson and Augusta Freudburg of High House; James C. Buttermore and Elizabeth Fisher both of Perryopolis; A. P. Farat and Emma J. Brown both of Connellsville; John H. Layman of Springfield township and Elizabeth Myers of Saltlick township; Dennis Sumey and Amanda Van Bremen both of Farmington.

Local option is defeated by the Legislature.

Town council will sell the public building and erect a new structure with the proceeds.

[illegible] Ruth [illegible] Marietta [illegible] Duggan and [illegible] Smutz buy the [illegible] farm on the West Side for $6,000.

Liquor licenses are granted [illegible] Hurley, [illegible] John Eckhart, Andrew Haas, H. M. K[illegible], [illegible] John Dixon, [illegible] Quitman Martel.

[illegible] Mitchell [illegible] Dunbar [illegible] to [illegible] as a means of improving his health.

The demand for saw [illegible] has been active in Connellsville occasioned by the location of [illegible] in the mountains of Springfield township.

The Baltimore & Ohio [illegible] Tuesday handled the immigrant over the Connellsville & Pittsburg division from New York the largest number ever carried by that road in a single day.

J. B. Echard sells his interest in the Youghiogheny [illegible] company to his brother James Echard.

Charles S. [illegible] after a tour of the South with the [illegible] company.

George W. B[illegible] of Connellsville township and Miss Margaret Gonell of Brownsville are married in Uniontown.

Harry F. Coll assistant mine foreman at Trotter [illegible] and will leave for New Glasgow, Nova Scotia, where he will be superintendent of one of the mines of the Acadia coal company of which his brother [illegible] Coll is general manager.

THURSDAY MARCH 30 1911

Detailed [illegible] of the Connellsville coke trade for the week ending March 25 shows [illegible] ovens in the region of which [illegible] in blast and 11,587 idle with total estimated production of [illegible] tons.

Mrs. Mary Cole [illegible] years old of Jenner township Somerset county takes her first ride on a railroad train when she goes from Boswell to Somerset over the Baltimore & Ohio.

The bells of the Trinity Lutheran church arrive.

Michael J. Cunningh[am] [illegible] years old dies at his home in [illegible] street.

Mrs. R[illegible] an invalid dies at her home in Dunbar.

Following [illegible] illness Frederick [illegible] years old dies at his home in Connellsville township.

Town council is [illegible] difficult [illegible]

Engineers [illegible] West [illegible] Penn [illegible] West Newton.

New service [illegible] West Penn from Juniata [illegible]

Twenty two men take the examination for mine foremen's certificates in the ninth bituminous district.

RESURFACING CRAWFORD AVE. FURTHER AIRED

Officials of West Penn to Meet With Council Monday Evening.

ORDINANCE READY THEN

Notices Ordered Served on Gas and Water Companies to Replace Lines in Street, Also on Private Owners of Service Lines to Do Likewise.

Proposed resurfacing of Crawford avenue was further considered by city council at a meeting Monday evening No definite action was taken Officials of the West Penn Railways company had been invited to attend the meeting but General Manager H L Mitchell, at a conference with superintendent B L Berg of the department of streets, asked that next Monday evening be substituted At that time the plans for elevation of the trolley line the type of rails to be used and the character of bases and paving will be discussed

In the meantime notices will be served on the Connellsville Water company and the Fayette County Gas company to relay their lines in the street within 40 days from this date Property owners retaining ownership of service lines will be required to replace them also

It is understood the West Penn officials propose to use concrete between the rails also that the seven inch T rail in use now between Brimstone corner and Snyder street put in place last summer be adopted for the entire length of the street

Councilman Jesse A Cypher told his colleagues he had heard some objections to the resurfacing plan Superintendent Berg who has championed this method of improving the street said on the contrary every comment he had heard had been favorable

At the next meeting of council it is probable an ordinance will be introduced providing for the improvement of the street at which time the matter will be more fully threshed out

The county commissioners will be asked to meet with council for the consideration of improvements to the Crawford avenue bridge over the river Paving the structure with wood block has been suggested It is held to be badly in need of repairs

The ordinance for the paving of Patterson avenue was introduced

WOMAN DROPS DEAD

Victim is Wife of William Huff Former Service Engineer

Mrs Virginia Lytle Huff 18 years and nine months old dropped dead Sunday night at her home in Newark Del She was born at Confluence a daughter of Mr and Mrs N C Lytle of Cherry Lan farm near Morrell and spent the greater part of her life at Confluence Her parents moved to Dunbar township from Chalk Hill about a year ago Her husband parents and three sisters Naomi Lena and Liva all at home survive Mrs Huff's husband was William Huff who was a member of Company E 10th Engineers during the war He was drafted from Connellsville through Board No 2 He is a member of The American Legion at Newark Del and has been taking vocational training at Delaware State college

SAVES WIFE, LOSES LIFE

California Physician Struck as He Hurls Wife to Safety

In attempting to save his wife from death Dr W R Smith 3 years old a well known physician of California Pa was killed instantly Monday afternoon when the automobile in which they were riding was struck by the Newell crossing by a Pittsburg & Lake Erie passenger train

Dr Smith seeing the accident was inevitable made a gallant effort to save his wife and it is probably due to this effort that he met instant death being struck by the train as he attempted to hurl his wife from the automobile to safety Mrs Smith escaped injury

LOCAL YOUNG MEN

Active in Management of the Bethany College Publications

The Bethany Collegian published by the students of Bethany College is having its destinies directed this college year by young men well known in Connellsville Donald I Boyd son of Mr and Mrs Benton Boyd of Trotter is chairman of the student board of publication Campbell Watson son of Rev and Mrs C M Watson the former pastor of the Christian church several years ago is editor of the Collegian

This is a six-column four page publication neatly printed well edited and filled with news relating to college activities It is issued weekly

DIPHTHERIA FATAL

Four Other Cases of Disease in Stewart Township Family

Miss Sarah Mildred Cunningham daughter of Mr and Mrs Robert Cunningham died Sunday morning at her home near Ohiopyle in Stewart township of diphtheria Four other members of the family are ill of the same malady

Cruel Treatment Charged

A libel in divorce was filed in Uniontown Monday by William H Burkett of Connellsville against Hilda Burkett of Connellsville They were married November 27 1919 at Connellsville Cruelty is alleged

Advertise in The Weekly Courier

OFFICERS OF FARM BUREAU NAMED AND PLANS OUTLINED

Search For Successor to Agent P. H Sprenkle, Resigned, Goes On; New One Expected By June 1

Officers of the Fayette County Farm Bureau were re-elected at the organization meeting in Uniontown Thursday afternoon of the recently elected board of directors The officers are Alden Vail McClellandtown president T W Gans Gans vice president Clarence Cox East Millsboro secretary Albert Gaddis Uniontown treasurer

H H Havner of the administration office of State college and G F Miles a potato expert of State college made interesting addresses in line with the projects of the Farm Bureau for this year Mr Havner announced that efforts are being made to secure a new county farm agent to succeed P H Sprenkle but that so far the extension department of State college has not been able to employ a man The new agent Mr Havner said however will begin his work here not later than June

The potato project of the farm bureau is one of the most important undertakings yet planned by the county organization and the matter was given serious consideration at the meeting yesterday Mr Miles leading in the discussion Farms on which potato growing and spraying demonstrations will be conducted this year were selected Spraying demonstrations will be conducted on the farm of Senator W E Crow at Chalk Hill Charles Stickel at Mill Run and C H Gleason at Elliottsville Disease free seed will be compared with local bin selected seed on the farms of W H Myer at Markleysburg C H Gleason at Mill Run W E Crow at Chalk Hill J E Metsgar of Bullskin township and J G Hager of Farmington

Plans were also made for a corn variety test on the farm of W H Hixon in Bullskin township

Material for the next issue of The Farm Bureau News was discussed the publication being scheduled for June 1 Special articles will be prepared by J L Snyder of Connellsville on Forage Crops for Hogs J C Blaney on The Sheep Industry in Fayette County and E M Hensel on Potato Spraying and Disease Free Seed Two special articles will be prepared by the agricultural extension department of State college

The next meeting of the executive committee of the Farm Bureau will be held in Uniontown on April 11 at which pig club officials and officers of the various Poland China Breeding clubs in the county will be invited to meet with the executive committee and discuss their work

Wilbert Stillwagon Again Gives Blood For Ill Comrade

Wilbert M Stillwagon of Connellsville a student of mechanical drawing and engineering at the Carnegie Institute of Technology Pittsburg on Thursday morning underwent a second operation for transfusion of blood in an effort to save the life of J R Flick a fellow student and former service man Nine ounces of blood was removed the same quantity as during the previous operation several days ago It is believed Flick who is suffering from an anaemic condition will recover

Mr Stillwagon came to Connellsville Thursday to spend the Easter vacation with his parents Mr and Mrs John C Stillwagon of Edna street He was feeling somewhat fatigued but otherwise none the worse for the loss The operation was performed just before he left for a train the hour having been advanced so as to make connection possible

At the time of the first transfusion 20 young men had volunteered the blood of seven of whom met the required test Selection was made by drawing lots When the lot fell to a young man of rather fragile physique Mr Stillwagon proposed they match to see which it should be The latter won It was the intention to use another of the seven for the second transfusion but when the call was sent out it was found all but Mr Stillwagon had gone for Easter

Mr Stillwagon served as a sergeant in Company D 110th Infantry in France and lost a part of his hand during a German bombing raid

KILLED BY TRAIN

Body of Edward Mills, Colored Found Along Railroad Tracks

The body of Edward Mills 35 years old colored was found along the Pittsburg & Lake Erie railroad tracks near Whitsett Junction early Friday morning The man had evidently been run down and killed by a train during the night The body was removed to the funeral parlors of Ira Blair at Perryopolis

The man who had been working at Whitsett has relatives living at Vanderbilt

AGED MAN DIES

George Livingston Succumbs at West Side Home

George Livingston 67 years old died at his North Twelfth street West Side home today He was an old West Side home Tuesday He was an old resident here and had been a farmer and teamster

He is survived by his widow and eight children four sons and four daughters Funeral services will be announced

Woolen Company Moves

The Royal Woolen Mills company has removed to its new quarters in the Bishop building The room has been made very inviting The former quarters will be occupied by Charles T Giles of this city and E W Carpenter of Uniontown as a jewelry store

TEACHERS' SALARY BILL IS DEFECTIVE IN ONE PARTICULAR

Will Place Smaller, or Fourth-Class, Districts at Great Disadvantage

IN SECURING TEACHERS

Discrepancy in Salary Provisions, as They Relate to Fourth and Third-Class Districts Should be Remedied, Says Director Tarr of Lower Tyrone

School directors in the fourth class districts which include boroughs and townships having a population less than 5 000 are very much concerned lest one provision of the teachers salary bill now before the Legislature will add to instead of decrease the difficulties of these districts in securing and retaining an adequate force of teachers

As reported to the House the proposed bill provides that the minimum salary of elementary teachers in third class districts which include third class cities like Connellsville and Uniontown and boroughs and townships having populations of 5 000 or more shall be $1 000 with an increment of $100 during each of eight years to a maximum of $1 800

In fourth class districts the minimum for elementary teachers is $100 per month but no provision is made for an annual increase as in the section fixing salaries in third class districts other than contained in Section Nine of the bill which says It is within the power of the boards of education board of school directors or county convention of school directors as the case may be to increase for any person or group of persons included in this schedule the initial salary or the amount or the number of increments

The unfairness to the smaller districts as pointed out by F A Tarr of the Lower Tyrone township school board and president of the Fayette County School Directors association lies in the inequalities of compensation for teachers in the third and fourth class districts respectively In the fourth class districts having a seven months term the earnings of teachers for the school year would be but $700 as compared with the minimum of $1 000 and the maximum of $1 800 in third class districts This would create so pronounced a discrimination against the smaller districts and would operate so much to their disadvantage that Mr Tarr anticipates school boards would have extreme difficulty in securing well qualified teachers

Mr Tarr is calling the attention of school directors and patrons generally to this defect in the proposed law and urging them to take up with our representatives at Harrisburg the matter of amending the provisions relating to the salaries of teachers in fourth class districts One purpose of the bill being to make it easier for the small school district to meet the problems which have developed from the shortage of teachers and the difficulty of securing those equipped for the work of conducting the schools, Mr Tarr holds strongly to the view that if the situation that will be created by enactment of the bill in its present form is brought to the attention of the Legislature necessary steps will be taken to amend it in this very important particular

Legion Hotel-Home Plan Is Regarded Entirely Feasible

In the judgment of the business men with whom the hotel home committee of The American Legion conferred on Saturday afternoon the erection of a strictly modern and up to date hotel in Connellsville with ample facilities for the accommodation of traveling and local patrons and permanent quarters for the Legion is regarded as entirely feasible Moreover such an enterprise is considered a necessity if Connellsville is to retain its importance as a thriving business and commercial center

Joseph Bensinger former proprietor of the Arlington Hotel and having an experience of 30 years in the management of hotels in different parts of the country was deferred to by those present as having much more mature judgment concerning such a project He was quite positive in his belief as to the profitableness of the proposed undertaking if so planned that it would provide for the future growth and expansion of the business that its location be readily accessible and that the hotel embrace features that would appeal to both travelers and local residents who are coming more and more to be patrons of hotels having the proper kind of equipment

Mr Bensinger suggested that the committee secure precise data as to the cost of a hotel of the character suited to the purpose the cost of upkeep a definite estimate of the income and such other information as would afford opportunity for further consideration of the plan With this information in hand another meeting could be held at which time more definite steps could be taken particularly with reference to the means of financing the project

There was some discussion as to the relative advantages of several sites the committee has viewed but no action was taken As soon as the committee which consists of H J Duggan Max Floto Charles Donnelly and Harry G Mason has secured more complete data on the proposition as a whole another meeting with the business men will be called

Have You Coal Land for Sale?

If so advertise it in The Weekly Courier

DATES ARE FIXED FOR COUNTY EXAMINATIONS IN FAYETTE SCHOOLS

Tests Will be Conducted by Representatives of County Superintendent Carroll's Office.

Eighth grade examinations in the schools of Fayette county under the supervision of County Superintendent John S Carroll will be conducted this year by examiners sent out from the office of the county superintendent and all manuscripts will be graded by the members of the county school department This is a departure from a custom by which teachers and directors were assigned as examiners

An average of 70 per cent with no branch lower than 60 per cent will be required In order to be eligible for examination pupils must have the following qualifications Must have belonged to eighth grade during whole term must be 14 years old on or before September 5 1921 must have completed and reviewed during term all of work prescribed by county course of study and state course for eighth grades, must be obedient and studious and must be recommended by teacher and principal

Applicants for eighth grade diplomas must qualify in algebra and civil government in addition to the common branches and must be 15 years old by September 5

Examinations will be held in the northern part of the county on the following dates

For seven-month schools

Saltlick West Point April 8 Springfield Normalville April 9 Bullskin Pennsville April 9 Ohiopyle and Stewart township Ohiopyle April 9, Henry Clay and Markleysburg Jackson Valley April 9

For eight month schools

Vanderbilt, April 28 Dawson April 29 Jefferson township Newell April 29 Upper Tyrone and Everson at Everson April 30 Lower Tyrone Hulltown May 2 Franklin Buena Vista May 2

Easy to Procure Liquor Verdicts In Sunny Florida

Whether he had in mind an application local to Fayette county or no he did not state but in sending The Courier a newspaper clipping taken from a Tampa Fla paper John A Guiler draws attention to the fact that the courts in that section have no trouble in impaneling juries to sit on liquor cases And juries have no trouble in reaching verdicts as indicated by the clipping which recounts the incidents which developed during the trial of the crew of a schooner charged with smuggling Cuban booze into Tampa The clipping also conveys a hint to prosecutors of liquor cases as how to present convincing evidence to a jury

Have a drink boys and see for yourself if it is not the real stuff the clipping reports the district attorney as saying to the jury then handling bottles of whisky brandy and wine part of 3 000 quarts seized aboard the vessel into the jury box The jurors did except one who merely sniffed and were convinced promptly convicting the captain mate and two deck hands put

Mr Guiler is interested in other matters than court trials while sojourning in the Land of Flowers and Gators but chiefly in the weather which he states is good and hot He is in good health and sends his best to Connellsville friends mentioning Cené Norton and Joe Kurtz as especially deserving of his remembrance and regard

WOMAN ASPHYXIATED

Mrs Grace Cooper Believed to Have Disconnected Tube in Fall

Mrs Grace B Cooper 31 years old wife of Frank Cooper of Dunmont formerly of Uniontown died Monday morning at her home According to the report of the coroner of Allegheny county Mrs Cooper died from asphyxiation due to inhaling gas fumes from a disconnected gas jet Members of the family stated that Mrs Cooper had been suffering from heart trouble and believe she fell to the floor during an attack her body striking a small stove and disconnecting a rubber hose Previous to her marriage 10 years ago Mrs Cooper was chief clerk in the cloak and suit department of Rosenbaum's store in Uniontown

WALL BLOWN DOWN

Portion of Brick Work on New Garage Is Levelled by Wind

The wind storm last week damaged the garage of Evans & Ashe now in process of construction to some extent when a portion of the brick and tile wall on the Prospect street side was blown down

The wall had not been sufficiently braced to withstand the strong wind and the wall was damaged for a distance of about 10 feet The accident will cause a little delay in the completion of the building

Catholic Sister Injured

Sister Superior Ursella of St Aloysius parochial schools of Dunbar suffered a fracture of the hip Saturday when she slipped from a chair while decorating the altar of the church She was removed to St Joseph's Hospital Pittsburg and an X ray was taken of the injury Sister Ursella has been a teacher in the parochial schools of Dunbar for a number of years

Suffers Broken Rib

Herbert Ellis a high school student suffered a broken rib in his left side Monday night when playing with a friend at the armory following drill He bumped into the covered bayonet held by another man and the blunt point snapped the bone

Advertise in The Weekly Courier

JOHN B. SENOR DIES AT HOME IN DUNBAR TWP.

Well-known Official and Democratic Leader Victim of Asthma.

ACTIVE FOR MANY YEARS

Serving as Collector of Taxes at Time of Death and Previous to That Time Had Been Assessor, Member of Connellsville Lodge of Elks

John B Senor about 65 years old tax collector of Dunbar township for many years and one of the township's leading citizens died Thursday at o'clock at his home near Dunbar following a brief illness He was a victim of asthma and for the past week attacks of the disease had been more serious finally affecting his heart He was confined to his bed for the past three days

Mr Senor had resided in Dunbar township for a number of years and was prominent in political affairs and other township activities He was a Democrat Previous to his election as tax collector he was the township's assessor Covering the entire township while serving in both capacities he formed a wide acquaintance and was respected and esteemed by all who knew him He was a member of Connellsville Lodge No 503 B P O Elks and had a wide circle of friends here

Mr Senor was twice married His first wife who was Miss Margaret McDowell died about nine years ago and three months ago Mr Senor married Mrs Mary Lehman In addition to his widow he is survived by eight children as follows Edward B Wilkinsburg Miss Mary Senor Mrs R G Holsing and William Senor Dunbar John G and Eleanor Margaret and Harry Senor all at home A half brother William Robinson and a half sister Miss Ella Robinson both of Camden N J also survive

DR. J. M. THOBURN, JR., ELECTED PRESIDENT OF BEAVER COLLEGE

Dr Bennett W Hutchinson, Connellsville Influential in Choice of Uniontown Minister

Official announcement was made this afternoon of the election of Rev Dr J M Thoburn Jr pastor of the Asbury Methodist Episcopal church of Uniontown as president of Beaver college at Beaver Dr Thoburn who expects to assume the leadership of the college in an enlarged program of a it [illegible] succeed Dr Horace B Haskell who resigned over a year ago and since which time C M Thomas a member of the faculty has been acting president

The election of Dr Thoburn took place at a meeting of the trustees of the college in Pittsburg Wednesday of last week but an announcement had been withheld The [illegible] was made public [illegible] Dr Bennett W Hutchinson pastor of the First Methodist Episcopal church Connellsville a member of the board and chairman of the committee which recommended and nominated Dr Thoburn for the position

The president-elect has for many years been a recognized leader in the affairs of the Pittsburg conference of the Methodist Episcopal church Prior to coming to Asbury church Uniontown about three years ago he was for six years superintendent of the Allegheny district of the conference and for 10 years previous to that time was pastor of Calvary church Pittsburg During earlier life he held pastorates in Detroit and Duluth He is a graduate of Allegheny college at Meadville

We believe that the election of Dr Thoburn to the presidency will mean large opportunities and greater development of Beaver college said Dr Hutchinson

Dr Hutchinson chairman of the commission named in the fall of 1919 by the Pittsburg conference to make a study of conditions and the needs of Beaver college merger of the institution with Pennsylvania college for Women Pittsburg has been discussed but not definitely decided Further plans will be held in abeyance until the new president assumes office

MUMPS AND MEASLES CAUSE ATTENDANCE IN TOWNSHIP TO DECLINE

The attendance report for the sixth month of school in Dunbar township compiled by Superintendent R K Smith shows a decline from the figures of the previous month because of mumps and measles Monarch and Liberty schools were the ones most affected The report shows the following

Pupils of compulsory age enrolled 2,89 tardy marks recorded for compulsory age 9 pupils of compulsory age tardy 208 number sessions absent for compulsory age 6,408 percentage of attendance for compulsory age pupils of non compulsory age enrolled 70 tardy marks recorded 2 percentage of attendance for non compulsory age [illegible] combined percentage of attendance 91

Child Falls From Window

MOUNT PLEASANT March 24 — Falling from a third story window in the apartments of the Citizens Savings & Trust company Main street Wednesday the one and a half year old daughter of Mr and Mrs George Galley was seriously injured The child had leaned too far out of the window

83 SHEEP KILLED BY DOGS, 45 INJURED IN FAYETTE DURING 1920

Expense Attached to Loss $1,324, Including Costs Sum of $6,866 Collected in Dog License Fees

Of 871 436 sheep on farms of Pennsylvania in 1920 [illegible] were killed and 307 injured by dogs according to a report compiled by the State Department of Agriculture and made public today

In Fayette county with an estimated total of 1492 sheep 83 were killed and 45 injured by dogs In Somerset county the report shows 7 killed and 53 injured out of a total of 13 772 owned In Westmoreland county out of a total of 12 989 the killed numbered 87 and the injured 43 Other figures include the following

Fayette county Average paid for sheep killed $11 15 average paid for those injured $5 62 total including costs $1 324 10 number of dogs licensed 6 806 dog license fees collected $6 866 number of dogs killed by officers 591

Somerset county— Average paid for sheep killed $13 95 average paid for sheep injured $3 48 total including costs $1 144 40 number of dogs licensed 4 122 fees paid for dog licenses $4 738 50 dogs killed by officers 8?

Westmoreland county — Average paid for sheep killed $14 11 average paid for sheep injured $6 0? total including costs $1 490 08 dogs licensed 9 104 license fees collected $11 188 50 dogs killed by officers 1 505 damages paid for other live stock bitten $109 45 amount paid for poultry bitten $64 40

MRS. C. C. JACKSON DEAD

End Comes at a Hospital at Paris Tenn., Following Operation.

Word has been received here of the death of Mrs C C Jackson a resident of Connellsville for several years which occurred Monday morning in a hospital in Paris Tenn Mr and Mrs Jackson left here several months ago for McKenzie Tenn to visit the latter's mother and for the past month Mrs Jackson had been very ill following a serious operation Mrs Jackson was a member of the Presbyterian church of McKenzie Tenn but while residing in Connellsville had attended the Christian church She was superintendent of the cradle roll of the Sunday school for four years serving in that capacity at the time she left for Tennessee

Mrs Jackson was also an active worker in the Red Cross as well as in other charitable work in Connellsville

Since coming to Connellsville she formed a wide acquaintance and was highly esteemed by her many friends Her death was not unexpected word having been received here some time ago that her condition was critical Mr Jackson is connected with the Beldoc Coal company

Giant Elm, Old Dawson Landmark, Is Chopped Down

DAWSON March 24 One of the town landmarks is gone The giant elm tree which stood in the yard of W W Wooldridge [illegible] was chopped down this week This tree was a favorite place for the [illegible] to build their nests but the [illegible] was injurious to the garden

Son at Easton Home

A son was born yesterday morning at the Uniontown hospital to Mr and Mrs E W Easton Before her marriage Mrs Easton was Miss Nell Strickler Mr Easton is a former resident of Connellsville

Advertise in The Weekly Courier

FOUR NEW UNITS TO BE ADDED TO 10TH REGIMENT

Under the Schedule of Reorganization of Pennsylvania National Guard.

FEWER RIFLE COMPANIES

Three to Be Converted to Machine Gun Outfits One Howitzer Company and Three Battalion Headquarters to Be the New Organizations

Further details relating to the reorganization of the 10th Regiment and all other infantry regiments of the Pennsylvania National Guard are given in a circular received from headquarters by Lieutenant George Bewick Jr commanding Company D

Under the new plan each infantry regiment will consist of 19 different units instead of 15 as at present As now organized a regiment consists of one headquarters one supply and 12 rifle companies and a sanitary detachment The new organization will consist of one headquarters one service nine rifle one howitzer and three machine gun companies three battalion headquarters and one sanitary detachment This arrangement will require the conversion of three rifle companies into machine gun companies and the organization of three battalion headquarters and one howitzer company

The Headquarters Company will consist of one captain and 65 enlisted men The Service Company which is another name for the Supply Company will consist of one captain three lieutenants and 65 enlisted men The Howitzer Company will have a strength of one captain one lieutenant and 62 enlisted men The organization of the rifle companies will be unchanged with three officers and 67 enlisted men each Exclusive of the field and staff an infantry regiment on a peace footing will have a strength of 51 officers and 1 124 enlisted men

Each of the three Battalion Headquarters will be in command of the battalion adjutant and consist of 41 enlisted men comprising specialists along certain lines such as signal men gas experts electricians and others The officers of the Sanitary Detachment will number five two of whom will be dental surgeons The enlisted strength will number 29 men

The changes that will be made are for the purpose of complying with the requirements of the Militia Act and to place the National Guard on the same basis of organization and equipment as the Regular Army

As already announced the 10th Regiment will be known as the 110th Infantry and assigned to the 55th Infantry Brigade under the command of Brigadier General Richard Coulter of Greensburg former colonel of the 10th Infantry National Guard of Pennsylvania

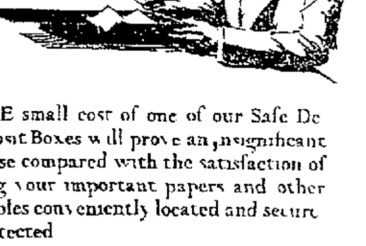
State Health Men Order Swamps at Everson Drained

Two representatives of the State Department of Health paid a visit to South Everson Wednesday and ordered the abatement of a nuisance in the form of swampy places into which garbage has been dumped with resultant ill effects to the community

Several [illegible] pools were ordered drained

Shuns Buys New [illegible]

[illegible] has purchased [illegible] sedan [illegible] funeral [illegible]



For Safety and Convenience

THE small cost of one of our Safe Deposit Boxes will prove an insignificant expense compared with the satisfaction of having your important papers and other valuables conveniently located and securely protected

Yearly Rentals as low as
$00
(insert minimum rental here)

FIRST NATIONAL BANK
CONNELLSVILLE PA
THE BANK THAT DOES THINGS FOR YOU

For Supplying Your Banking Requirements

The Union National Bank is especially well equipped

Why not have your Checking Account with this strong service giving bank

Union National Bank
CONNELLSVILLE, PA

THE UNION NATIONAL BANK OF CONNELLSVILLE PA (WESTSIDE)

Burglar Alarm Fails To Keep Out Thieves

Putty Cut Away and Glass Removed at Poplar Grove Store.

4,000 CIGARETS ARE TAKEN

An ingenious thief robbed the store of C. W. Erbeck at Poplar Grove Friday night in spite of the burglar alarm he has installed there and got away with goods amounting to more than $100. A large quantity of merchandise was taken, and evidently was hauled away in a wagon or an automobile. The city police were notified.

Instead of attempting to force open the door or windows the chief or party of thieves cut away the putty from the display window and removed the glass. As the window was not raised the burglar alarm failed to sound and the robbery was not discovered until this morning.

Mr. Erbeck said today that about 4,000 cigarets, some chewing gum and candy, four sacks of flour, three cases of corn and peas, some baked beans and canned milk were taken. An attempt was made to force open the money drawer, damaging it. There was no money in the till however.

The robbery was first discovered when some friends of Mr. Erbeck, intending to board the 6:30 o'clock street car, noticed the window had been removed and saw some boxes of cleaner were scattered over the ground. Later the cases which had contained the corn and peas were found in a nearby culvert, the contents evidently having been emptied into the conveyance used to haul the goods away.

It is believed the robbery was committed by some one familiar with the store, the fact that the window pane had been removed being evidence of knowledge of the burglar alarm.

The store had been looted four times and finally the burglar alarm was installed to frustrate further attempts.

DUNBAR MAN FREED

George Porter Charged With Assault and Battery With Intent to Kill.

George Porter of Dunbar was acquitted of charges of assault and battery, aggravated assault and battery and assault and battery with intent to kill and murder by a jury Thursday afternoon before Judge J. Q. Van Swearingen. The defendant admitted shooting Carmelli Ronaldi through the right eye with a revolver on the evening of April 25, 1920. Porter testified that he was deputized by Constable Bert Miner to assist in what they were informed to be a murder case. Accordingly they proceeded to the home where the murder was alleged to have taken place and surrounded the house, Miner giving orders not to allow any one to leave the house while he searched it. Ronaldi claimed that he had been working at the manganese plant at Dunbar and had returned home for a lunch and was returning to his work when fired upon. Porter testified that he called for him to halt and believing him to be the murderer opened fire, the bullet striking higher than he intended. He said he was acting in what he believed to be his duty when he opened fire.

In the house they had surrounded a man had been shot five times and stabbed twice but the man making the assault escaped. The injured man recovered from his wounds.

SUBSCRIPTIONS OVER DUE

Library Board Calls for Payment on Pledges Soon as Possible.

Subscriptions to the Carnegie Free Library are over due and all persons pledging their support to the institution are asked to pay the amount subscribed as soon as possible to L. F. Rush, treasurer, at the Title & Trust building.

Donations from others who were not approached by the committee soliciting funds will be gratefully appreciated as the library is in great need of the support of the public. Quite a number of persons have failed to submit the amount pledged.

NEWSPAPERMEN DIE

Pneumonia Claims Publisher of Beaver Argus, Editor Philadelphia Bulletin.

BEAVER, March 35 — Smith Curtis, 57, publisher of the Beaver Argus, died today at a hospital here following an attack of pneumonia. He was active in the publication of his newspaper until two weeks ago. He was said to have been the oldest active newspaperman in Pennsylvania.

PHILADELPHIA, March 25 — William Perrine, editor-in-chief of the Philadelphia Evening Bulletin, died today after a brief illness. He was 53 years old.

Scottdale Woman Asks Divorce.

GREENSVURG, March 25 — Helen Irene Fenton of Scottdale filed a petition in the prothonotary's office Thursday asking the court for a decree in divorce from her husband, Herbert Fenton. They were married at Cumberland, Md., April 14, 1918, and lived together until April 28, 1920. She also states that her husband continually insulted her and on several occasions struck her with his fist.

Early Car Discontinued.

Beginning Monday the first early morning car from Mount Pleasant to Meadow Mills will be discontinued on account of the suspension of industrial activity. The car now leaves Mount Pleasant at 5:50 and arrived at Scottdale at 6:15. The first car will leave at 6:15 until further notice.

Subscribe for The Weekly Courier.

DRIVER OF CAR WHICH KILLED BOY IS HELD

A coroner's jury on Saturday afternoon returned a verdict against Bertie Work, driver of the automobile which killed Carroll Austin May, seven-year-old son of Mr. and Mrs. John May on March 19, and he was held for the action of the grand jury. The inquest was conducted at the funeral parlors of C. C. Mitchell by Coroner S. H. Baum. A number of witnesses, including the playmates of the boy, told of the accident.

Work was not heard by the jury, an offer by Attorney S. R. Goldsmith, counsel for the defendant to have him testify being objected to by Attorney John Duggan, Jr., counsel for Mr. May. It was contended and sustained that the coroner's jury held the position as a commonwealth inquiry and under the rules the evidence of the defendant should not be allowed.

It was testified that before the accident Work was traveling 25 to 35 miles per hour and that he was driving about the center of the road. It was said the boy was playing on the right side of the road and attempted to cross to the other when the Works' car was only a short distance away.

Tamos Wiant, a playmate, said the car swerved toward the left side of the road as the youngster darted over, it evidently being the intention of the driver to swing around him. On cross-examination she said the car could not have been stopped in time to avoid a collision.

Lee Hoover said he stepped off the distance the car had skidded when it was brought to a stop, and testified it was 40 feet. Edward Stevens said he would estimate the speed of the car at 35 miles an hour and Lewis Rhodes, another witness, said he thought the speed would total 25 miles an hour.

And Taxi Fees Feel Marriage Licenses Effects of Slump

CUMBERLAND, March 26.—The depression in business has caused a falling off of about one-half in the number of marriage licenses issued here. Formerly they numbered about 20 per day. They now frequently do not reach a half dozen.

At the same time the fee of taxicab drivers who make the transportation of couples from the trains to the court house and thence to a preacher's residence their chief business, has been cut to $1 for the round trip. When the boom was at the crest a fee of $5 to $10 was often demanded, and paid by the victims of the profiteering drivers.

CABIN IS STARTED

Scouts Unable to Complete Mountain Headquarters, However.

Boy Scouts of this city who hiked to Rudolph's farm last Friday and Saturday erected part of a log cabin there before returning home Saturday night. In charge of their scoutmasters and Scout Commissioner Witt, 34 boys went on the outing.

Because of a rather late arrival Friday evening, no work on the cabin was started until Saturday. One wall was erected. Next Saturday another contingent of scouts will go to the farm to complete the structure if possible.

REMODEL "Y" INTERIOR

New Private Dining Room Now Available; New Pool Room.

The reconstruction work at the Baltimore & Ohio Y. M. C. A. is about completed and the new private dining room which may be used for dinner parties or club meetings and banquets will soon be ready for use.

The walls of two small rooms on the main floor of the lobby have been torn away, making a great deal of additional space where the pool tables have been located. Secretary W. F. Underwood is using a former reading room for his office.

DOGS STILL AT LARGE

Quarantine of 100 Days Is Not Very Rigidly Enforced.

There are still a number of dogs running at large in this city in spite of the quarantine of 100 days which went into effect two weeks ago. Very few of the canines have been shot since the proclamation became effective.

Many of the animals at large are without either collar or license.

Fire in Plumbing Shop.

Firemen were called twice to extinguish a blaze in the plumbing shop of the Freshley Brothers in First street, West Side. The flames are believed to have been started by a blow torch. The first alarm was about 9 o'clock in the evening and the second about 1:30 Sunday morning. It is said the loss will not be more than $200.

Editors' Day at State.

Invitations have been received here for a Pennsylvania newspaper editors' and publishers' holiday to be given by the Pennsylvania State college May 6 and 7, at the college, where as guests of the students, the opportunity will be given for editors to become fully acquainted with the college and its various activities.

Store Robbed Seventh Time.

For the seventh time burglars have broken into the store of L. Ozinsky in East Crawford avenue. The store has been robbed of several hundreds of dollars worth of candy, cigars and cigarets.

Coal Freight Rates

EFFECTIVE AUGUST 26, 1920.

TO EASTERN POINTS. Rate per Gross Ton of 2,240 lbs.	ORIGINATING DISTRICT. Connellsville Westmoreland Pitts'bg	Fairmont	G'burg	Latrobe
Baltimore, Md. (Track Delly.)	$2.55	$2.43	$3.28	$3.18
Chester, Pa. (P. R. R.)	2.68	2.43	3.28	3.18
Chester, Pa. (P. & R.)	2.72	2.57	2.42	3.32
Harrisburg, Pa. (P. R. R.-P. & R.)	3.02	2.87	2.72	2.62
Johnstown, Pa. (B. & O.)	1.54	1.54	...	...
*Johnstown, Pa. (P. R. R.)	1.82	1.82	...	...
Lebanon, Pa. P. R. R. and P. & R.	2.44	2.29	3.14	3.04
New York, N. Y. (31th St.)	2.86	2.71	3.56	3.46
New York, N. Y. (Bklyn)	4.00	3.85	4.70	4.60
Philadelphia	2.54	2.42	3.22	3.18
Sparrows Point	3.08	2.43	3.28	3.18
Steelton, Pa.	3.02	2.87	2.72	2.82
South Bethlehem, Pa.	3.72	3.57	3.42	3.32
Syracuse, N. Y.	3.72	3.57	3.42	3.32
TO ATLANTIC PORTS via P. R. R.				
Greenwich, local	2.33	2.18	3.03	2.93
Greenwich, export	3.00	2.85	3.70	3.60
South Amboy, F. O. B. vessels	3.01	2.86	3.71	3.11
Harsimus Cove	2.56	2.41	3.26	3.16
Greenville	2.56	2.41	3.26	3.16
Canton, Balto., local	3.03	2.18	3.03	2.93
Canton, Balto, export	2.94	2.78	2.63	2.53
TO ATLANTIC PORTS via B. & O.				
St. George Coal Piers	3.86	3.71		
St. George for Export	3.51	3.36		
Philadelphia Coal Piers	3.33	3.18		
Philadelphia for Export	3.00	2.85		
Curtis Bay Piers	2.93	2.80		
Curtis Bay for Export	2.73	2.78		

*The rate from points on the Monongahela Railway in the Fairmont group south of the Pennsylvania state line to Johnstown is $1.96 per net ton. Rates to Johnstown from Greensburg and Latrobe groups apply specifically from point of origin to destination.

The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale, from points on the Pittsburg, Virginia & Charleston and points on the Monongahela River railroad.

The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Sutersville, Pa.; from points on the Smithfield & Masontown Branch and from the Fairmont Region of West Virginia.

TO WESTERN POINTS.	Pittsburg Group (1)	ORIGINATING DISTRICT Upper C'ville (2)	Lower C'ville (3)
Rate per Net Ton of 2,000 lbs.			
Canton, O.	$1.77½	$1.53½	$2.02½
Chicago, Ill.	3.43	3.43	2.43
Cleveland, O.	2.06½	2.11½	2.24½
Columbus, O.	2.19	2.24	2.35
Detroit, Mich.	2.87	2.87	2.87
Indiana Harbor, Ind.	3.43	3.43	3.43
Toledo, O.	2.66	2.66	2.66
Youngstown, O.	1.50	1.56	1.82
Lake Ports	1.85	1.92	2.01
TO CANADIAN BASING POINTS:			
Port Maitland, Ont.	2.61	2.66	2.66
Buffalo, N. Y.	2.61	2.66	2.66

These rates apply in a general way to shipments from the territory described. There are, however, numerous extensions to the specific rates quoted and in each case before applying the rate as a basis for freight charges the shipper or consignee should determine the exact location of the mine from which the business will leave, then refer to the Tariff naming the rate in question.

The Pittsburg District includes points east as far as Latrobe and south on the Southwest Branch to and including Ruffsdale, south to, but not including Brownsville on the Pittsburg, Virginia & Charleston railroad, eastward to Dawson on the Baltimore & Ohio railroad, and eastward to Dickerson Run and southwest to and including Brownsville on the New York Central lines.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale, on the Pittsburg, Virginia & Charleston except Braznell and all Monongahela River railroad points; New York Central points east of Dickerson Run, including Connellsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.

CHILD'S BURNS FATAL

Johannah Markel, Who Accepted Dare to Jump Over Fire, Dies at Hospital.

Burns suffered Friday at her home resulted in the death of Johannah Markel, eight years old, daughter of August and Mary Markel of Adelaide. Sunday morning at 3 o'clock at the Cottage State hospital. The child's clothing ignited when, on a dare, she attempted to jump across a fire in the yard of the Markel home. The Joseph L. Stader company took charge of the body.

NAMED POSTMISTRESS

Mrs. Katherine Dom Will Have Charge at Dawson.

Mrs. Katherine Dom of Lower Tyrone township, on Friday received notice of her appointment as postmistress of the Dawson postoffice. Her appointment becomes effective April 1 at which time she will succeed Roy Henry.

Mrs. Dom is the widow of John Dom.

The Grim Reaper

MRS. PHOEBE CHRISTNER.

Mrs. Phoebe Christner, 69 years old, a well-known resident of Bullskin township, died Sunday morning at her home near the Moore Memorial church of heart trouble. She was born January 19, 1852, a daughter of Mr. and Mrs. William Nicholson. She is survived by her husband, Elias Christner, two children, Braden H., of Masontown, formerly of Connellsville, and Mrs. James Newell of Moyer.

ISAAC MOSIER.

Isaac Mosier, 81 years old, died Sunday at his home in Franklin township. Deceased was born in Fayette county and spent his entire life within its bounds. He was a veteran of the Civil War, having served in Company A, First West Virginia Cavalry. The following children survive: Rene L. Mosier of Waltersburg; O. D. Mosier, of Adamsburg; Mrs. Dora Dowden of Vanderbilt; Clarence Mosier of Waltersburg, and O. H. Mosier of Brownsville.

JOHN T. TRADER.

John T. Trader, formerly of Uniontown, died Saturday at his home in Jefferson, O.

MISS MARGARET A. BARCLAY.

Miss Margaret A. Barclay, 20 years old, teacher in the Fairchance schools, died Sunday morning at the Uniontown hospital following an operation for appendicitis, performed on Tuesday. Miss Barclay, who was a daughter of Mr. and Mrs. George P. Barclay of Connellsville street, Uniontown, had been engaged as a teacher at Fairchance for three years. She taught the day before the operation. She was a graduate of the Uniontown high school and State college. Surviving are her parents and the following brothers and sisters: Mabel, Thelma, Ralph and Roy, all at home. She was a member of the Third Presbyterian church and was a teacher of one of the primary classes.

MRS. JOSEPH B. RISK.

Mrs. Annie Chapman Risk, wife of Rev. Dr. Joseph B. Risk, one of the best-known pastors of the Pittsburg conference of the Methodist Episcopal church, died Friday morning at her home at Aspinwall. She had been in poor health for some time past. Mrs. Risk is well known in Connellsville, where Dr. Risk was pastor of the First Methodist Episcopal church at one time, leaving here about 15 years ago. Her husband survives.

THOMAS JOHNSON.

Thomas Johnson, 50 years old, died Thursday evening at his home at Continental No. 1, of complication of diseases. He is survived by his widow, four children, George, Andrew and Nellie all at home, and William, who is with the American forces in Coblenz, Germany; two brothers, George of Brier Hill and Albert of Uniontown, and one sister, Mrs. Jennie Ritchey of Pittsburg. Deceased was a member of the Jr. O. U. A. M., Dawson Council No. 75.

MRS. ANNA CAMERON.

Mrs. Anna Cameron, wife of Alex Cameron, died Friday at her home at Masontown. Her husband and three children survive.

NELSON WEDDLE.

Nelson Weddle, 70 years old, husband of Emma Sutton Weddle, died Thursday at his home in West Newton.

FRANK P. PEGG.

Frank P. Pegg, 68 years old, died Wednesday at his home in Uniontown. His widow, one daughter, three sisters and six brothers survive.

MRS. VIRGINIA P. BROWNE.

Mrs. Virginia Palmer Browne, mother of Robert B. Browne of Dunbar, and a sister of T. B. Palmer of Uniontown, died Wednesday afternoon at her home in Pittsburg.

ABRAM S. WALTERS.

Abram S. Walters, 72 years old, a well-known Scottdale citizen, died at his South Chestnut street home at 2:30 o'clock Tuesday afternoon. He had been ill for about a year and his death was not unexpected. Until about 10 years ago he had been a farmer on the outskirts of Scottdale, but on retiring moved into town. He was a member of the First Presbyterian church. He is survived by his widow and one son, Ellsworth of Scottdale.

MRS. ELLEN DUFFY TRAYNOR.

Mrs. Ellen Duffy Traynor, widow of Thomas Traynor, died Tuesday at the home of her daughter, Mrs. Michael Lynch of Hazelwood of pneumonia contracted last Wednesday night. Mrs. Traynor was well and favorably known in this community having formerly resided at Trotter for many years. She was born in Ireland, a daughter of the late Mr. and Mrs. Francis Duffy, and came to this country 30 years ago, settling at Trotter where she resided until about two years ago. Since then she had made her home with her daughters. The following children survive: Mrs. Michael Lynch, Hazelwood; Mrs. Luke Gillen, McClellandtown; Mrs. Ellen Donough and Michael Traynor, Republic; Thomas Traynor, Lemont and John Traynor, Trotter.

WILLIAM H. SNAIR.

William Homer Snair, 38 years old, died Tuesday afternoon at 4:45 o'clock at his home at 114 West Gibson avenue, after an illness of 18 months during which he underwent a number of operations. Mr. Snair was born September 6, 1883, in Connellsville and had resided here all his life. His parents, both dead, were Edward and Mary Laura Frey Snair. For 10 years prior to his fatal illness Mr. Snair had been employed as a pipe fitter at the Baltimore & Ohio shops. He was a member of William McKinley lodge of Odd Fellows and Yough tent of the Maccabees and of the Methodist Episcopal church. He was married July 15, 1911, at Elyria, O., to Miss Effie Lambert. The widow, a son, William, Jr., nine years old; a brother, Carl E. Snair, and a sister, Mrs. Charles Braithwaite, both of Connellsville, survive.

MRS. MARY HANNAN.

Mrs. Mary Hannan, 87 years old, died Tuesday at her home at Dunbar from the infirmities of old age. She was born at Ines Ferry, W. Va., and was twice married. Her first husband, A. Breakiron, died a number of years ago. Some time later she was married to James Hannan. Lately she had been making her home with her daughter, Mrs. James Wilson, of Dunbar. In addition to Mrs. Wilson she is survived by two daughters, Mrs. Della Jones of Fairmont, W. Va., and Miss Jennie Hannan of Dunbar; one son, Charles, of Morgantown, W. Va.; one sister, residing at Fairmont, W. Va.; 26 grandchildren and 23 great grandchildren.

WANTED.

WANTED—AT COURIER OFFICE, copies of The Weekly Courier for March 27, April 10, May 15, June 26, July 3, 10, August 20, September 1 to 30, October 2, 16, 23 and 30, 1919. 10nov-tf.

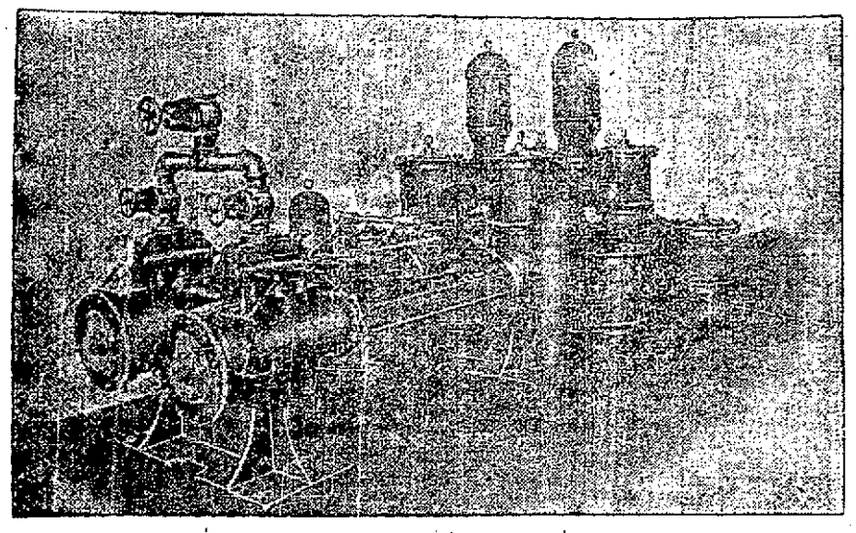
Attorney-at-Law.

GEORGE M. HOSACK, ATTORNEY-at-law. Office, Suite 1100 Park Building, Pittsburg, Pa. Telephone 1942.

The Connellsville Manufacturing & Mine Supply Company

CONNELLSVILLE, PA.

Sole Manufacturers of the Lepley Patents and Designs, Covering a full line of Modern High Grade Mine Equipment Machinery.



We have the largest and best equipped mine equipment plant in Western Pennsylvania, fitted exclusively for the production of a high grade product. We manufacture

Pumps — STEAM, COMPRESSED AIR OR ELECTRIC. SINGLE, DUPLEX OR TRIPLEX PATTERNS. WOOD LINED, BRONZE OR CAST IRON FITTED. FOR MINE, TANK OR MILL SERVICE.

Engines — HOISTING, HAULING OR STATIONARY. FIRST MOTION OR GEARED.

Fans — HEAVY STEEL PLATE CONSTRUCTION FOR HIGH DUTY SERVICE. BLOWING, EXHAUST OR REVERSING. DRIVEN WITH PLAIN SLIDE VALVE, PISTON VALVE OR CORLISS ENGINES.

Air Compressors — SINGLE OR DUPLEX PATTERNS. SIMPLE OR COMPOUND.

Steel Hoisting Cages — PLATFORM AND SELF DUMPING. LARRIES, SCREENS, CHUTES, BULL WHEELS, HEAVY GEARS AND SPECIAL MACHINERY.

We manufacture none but the highest grade machinery, using only the best materials to be found in the market in its construction.

We are also prepared to accurately duplicate promptly any part of any of our machines.

Your inquiries will receive prompt and satisfactory attention.

The Connellsville Coke Trade

is reviewed carefully each week as to production and prices, and any other notable features by the organ of the coke trade for nearly 40 years. Subscribe now. It's a trifle—only $2.00 a year, payable in advance

Address, The Courier Company Connellsville, Pa.

C. M. WOLFF, General Sales Agent.

Hostetter-Connellsville Coke Co.

HIGHEST GRADE

Connellsville Coke

Furnace and Foundry Orders Solicited

Branch Office, Union Arcade Building, Pittsburgh, Penna. BELL TELEPHONE. 699 GRANT.

WM. CLYDE WILKINS, C. E. WILBER M. JUDD, C. E. JOS. M. KUNTZ, Arch't.

The W. G. Wilkins Co. CIVIL AND MINING ENGINEERS.

Rooms 902 to 913 Westinghouse Building, Pittsburg, Pa.

SPECIALTIES—COAL and COKE PLANTS

The following is a partial list of Coke Plants for which the W. G. Wilkins Co. have been the Engineers:

	Ovens		Ovens
Hecla Coke Company, Plants 2 and 3	800	U. S. Coal & Coke Co., Plants 1, 2 and 3	950
Oliver & Snyder Steel Co., Plants 1, 2 and 3	1,105	Cascade Coal & Coke Co., Tyler and Sykesville Wks.	500
Austin Coal & Coke Co., Plants 2 and 3	429	H. C. Frick Coke Co., Torkrun, Shoaf and Bitner	1,000
Colonial Coke Company, Smock	106	Struthers Coal & Coke Co., Fairbank Works	150

L. C. Mechling. E. L. Zearly, M. AM. Soc. C. E.

FAYETTE ENGINEERING COMPANY

Civil, Mining and Consulting Engineers.

Mine and land surveys. Plans, estimates and Superintendence of construction of complete coal and coking plants, railroads, water works, city paving and sewerage, etc. Examination and reports on coal lands and mining properties. Valuations.

SPECIALTIES: COAL AND COKE PLANTS.

ELECTRIC BLUE PRINT DEPARTMENT.

601-2 First National Bank Bldg. Bell and Tri-State Phones 249

UNIONTOWN, PA.